Third Amendment to the Amended and Restated Northeast Corridor Services Agreement between NJ TRANSIT and the National Railroad Passenger Corp.

This Third Amendment[1] to the Amended and Restated Northeast Corridor Services Agreement ("Third Amendment"), effective May 26th, 2021, is between New Jersey Transit Corporation, a public instrumentality of the State of New Jersey, acting for itself and its subsidiary New Jersey Transit Rail Operations, Inc. (hereinafter collectively "NJ TRANSIT"), and the National Railroad Passenger Corporation (hereinafter "Amtrak"), a corporation organized under the Rail Passenger Service Act and the laws of the District of Columbia.

WHEREAS, Amtrak, a corporation organized under the Rail Passenger Service Act and the laws of the District of Columbia, owns the Northeast Corridor ("NEC") rail line from Washington DC to New York City, NY; and

WHEREAS, NJ TRANSIT is an instrumentality of the State of New Jersey and is authorized to operate rail passenger service in New Jersey and between points in New Jersey and points in other states pursuant to the New Jersey Public Transportation Act of 1979, as amended; and

WHEREAS, the Parties entered into the Northeast Corridor Services Agreement between the New Jersey Transit Corporation and National Railroad Passenger Corporation dated July 1, 1993, as amended ("NECSA"); and

WHEREAS, NJ TRANSIT and Amtrak entered into the Amended and Restated NEC Services Agreement effective October 1, 2015 ("Amended NECSA"); and

WHEREAS, the NECSA granted to NJ TRANSIT a lease in the property known as County Yard, as further described on Exhibit 8 attached to the Amended NECSA ("County Yard"); and

WHEREAS, the Parties have contemporaneously entered into an Easement Agreement for a portion of County Yard (as described in Section 2(1)(a) below); and

WHEREAS, the Parties have contemporaneously entered into Easement Agreements for the Delco Lead Easement Area (described on Exhibit A attached hereto) and the Handy Easement Area (as described on Exhibit B attached hereto) (the County Yard Easement Agreement, Delco Lead Easement Agreement and Handy Easement Agreement being collectively referred to as the "Easement Agreements").

WHEREAS, NJ TRANSIT and Amtrak have entered into such Easement Agreements to allow NJ TRANSIT to construct a Rail Yard Improvement Project, as defined in Section 7(a) below.

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[1] Please note that the Fourth Amendment to the NECSA was entered into prior to the Third Amendment to the NECSA.

NOW THEREFORE, in consideration of the mutual promises and of other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. The recitals contained in the WHEREAS clauses are hereby incorporated as if fully set forth in this Amendment.
2. As of the effective date of this Amendment, Section 2.10(a)(1) of the Amended NECSA is deleted and the following shall be the amended 2.10 (a)(1):

(1) County Yard. The portion of Amtrak's property formerly included in the lease and now governed by the Easement Agreement for County Yard and described as follows is terminated from the leased premises described in Exhibit 8 and the following will describe the County Yard Easement area:

a. A semi-exclusive permanent easement in the portion of the Property, consisting Twelve and Eighty Eight hundredths acres (12.88 acres), more or less, situate along the Railroad Right-of-Way (located on Grantor's Valuation Map Nos. 254 and 255, near Mile Post 32.75 (MP 32.75), in the City of New Brunswick, in Middlesex County, in the State of New Jersey, as more particularly depicted on Exhibit C, and described in Exhibit D, both Exhibits made a part hereof (the "County Yard Easement Area"). NJ TRANSIT shall maintain all NJ TRANSIT's facilities in the Easement Area at its sole cost and expense, including NJ TRANSIT's tracks electric traction, and signal and communication systems. Amtrak shall maintain all of Amtrak's facilities in the County Yard Easement Area at its sole cost and expense.

b. Millstone Running Track. For the sake of clarity, Amtrak shall continue to lease the Millstone Running Track (as described below and as shown on Exhibit E attached hereto) to NJ TRANSIT. Upon execution of this Amendment, NJ TRANSIT will maintain NJ TRANSIT's facilities located on the Millstone Running Track at its sole cost and expense. The Millstone Running Track is generally described as follows: from the existing clearance point of the turnout leading to #1 stub track to the southerly line of Jersey Avenue grade crossing, including all turnouts located within the aforesaid limits. Upon completion of the Rail Yard Improvement Project, the track alignment and turnouts will be modified, however the limit will remain as depicted in Exhibit E. (The southerly line of the Jersey Avenue grade crossing is also the property line between Amtrak and Conrail).

3. For the sake of clarity, Section 2.10(2)(a) and 2.10(2)(b) of the Amended and Restated NECSA will remain unchanged.

4. With respect to the Handy Easement and the Delco Easement areas as shown on Exhibits A and B, NJ TRANSIT shall maintain all NJ TRANSIT's facilities in the Handy Easement (Parcel A) and Delco Easement areas, including track, electric traction, and signal and communication systems. Amtrak shall maintain all Amtrak's facilities in the Handy Easement (Parcel B) and Delco Easement areas. The area of maintenance responsibility for Amtrak and NJ TRANSIT within the County Yard Easement, the Handy Easement, and the Delco Easement Areas is shown on Exhibit F attached hereto.

5. Section 1.1(h) of the Amended and Restated NECSA is deleted and the following shall be the amended Section 1.1(h):

   (h) "NJ Operating Territory" shall mean the Northeast Corridor property owned, operated, and maintained by Amtrak and utilized by NJ TRANSIT from 30th Street Station in Philadelphia, PA through the State of New Jersey and ending in Sunnyside Yard in Queens, NY. "NJ Operating Territory" shall include the Handy Parcel B located at MP 32 and shown on Exhibit B of this Third Amendment attached hereto ("Handy Parcel B") for the moving of engines, rolling stock and other equipment. Exhibit 2 of the NECSA shall be amended to include Handy Parcel B as NJ TRANSIT Sole-Benefit Infrastructure.

6. The "Procedures for Control, Operation and Maintenance of Electric Traction Facilities Supplied by Amtrak's Power System for New Jersey Transit Operation" is hereby incorporated into the Amended NECSA as Exhibit G. Exhibit G may be amended in a writing signed by the Chief Engineers of NJ TRANSIT Rail Operations and Amtrak.

7. (a) Notwithstanding anything to the contrary in the Amended NECSA, NJ TRANSIT shall dispatch and control Stone Interlocking, which shall be constructed during NJ TRANSIT's Rail Yard Improvement Project (having the meaning ascribed to such term in the County Yard easement, dated May 26th, 2021, (the "Project"), and which shall be located at Northeast Corridor MP 32.8. Amtrak will grant such dispatching rights to NJ TRANSIT for three (3) years from the date on which NJ TRANSIT begins the operational use of the improvements constructed during the Project. At the end of this three-year period or any one-year renewal period, NJ TRANSIT's rights to dispatch Stone Interlocking will automatically renew for one additional year. However, these provisions may terminate, upon ninety (90) days written notice to NJ TRANSIT prior to the end of a renewal period, if Amtrak provides evidence that NJ TRANSIT's dispatch and control of Stone Interlocking has materially and negatively affected Amtrak's rail operations during the then current period during which NJ TRANSIT dispatched Stone Interlocking.

(b) Amtrak shall have the unilateral right to take back dispatching and control of Stone Interlocking as follows:

(i) If during the period in which NJ TRANSIT dispatches and controls Stone Interlocking, an NJ TRANSIT dispatcher fails to display the signal at Stone Interlocking, thereby being the sole cause of Amtrak train delay in excess of 2 minutes and 59 seconds at the Delco interlocking on three separate occasions in any six month period ("Amtrak Delay"), Amtrak may, for a period of six (6) months, upon thirty (30) days prior written notice to NJ TRANSIT take the following actions: (1) require NJ TRANSIT to use Handy Interlocking as the route for all westbound NJ TRANSIT trains operating west on #4 track destined for County Yard; and (2) commence the dispatching and control of Stone Interlocking ("Amtrak Control Actions"). After such six-month period, Amtrak's Control Actions will terminate and: (1) NJ TRANSIT will resume dispatching and control of Stone Interlocking and (2) NJ TRANSIT trains will access County Yard via County Interlocking.

(ii) Amtrak concurs with the conceptual approach of the Stone Interlocking signal improvements that will allow transfer of dispatch and control of Stone Interlocking ("Stone Interlocking Dispatch Improvements"). NJ TRANSIT will complete the conceptual and final design for Amtrak's review and approval of the design of the Stone Interlocking Dispatch Improvements. The Parties will cooperate regarding the handover of dispatch between the Parties based on the Stone Interlocking Dispatch Improvements.

(c) If during the period of time NJ TRANSIT is dispatching trains at Stone Interlocking, NJ TRANSIT causes an Amtrak Delay in excess of 2 minutes and 59 seconds, NJ TRANSIT may be subject to financial penalties. The penalties will be applied in the manner outlined in Section 2.9 of the NECSA. The Parties will review all incidents at the end of each day and further review each month.

(d) The Parties will review all other incidents at the end of each day and further review each month. Amtrak train delays caused by issues not related to NJ TRANSIT's dispatching of Stone Interlocking, will not be considered delays for the purposes of Sections (b) or (c).

(e) In the event NJ TRANSIT trains will be dispatched by Amtrak at Stone Interlocking, Amtrak will make best efforts to keep NJ TRANSIT trains on-time and to promptly respond to requests for non- revenue movements related to NJ TRANSIT operations at County Yard. Such trains will be dispatched using best dispatching practices.

(f) Should further infrastructure modifications be constructed beyond those detailed in the Project, including but not limited to Mid-Line Loop, Jersey Avenue Station relocation, and North Brunswick Station, Amtrak shall discuss with NJ TRANSIT Amtrak's decision on the future control of all dispatching in the Project areas located on the NEC, including but not limited to Stone Interlocking, via further amendment to the NECSA. This provision shall not derogate any of NJ TRANSIT's rights to operate, control or dispatch trains on the Delco Lead.

(g) Disputes arising or resulting from Sections (a)-(f) of this Third Amendment shall be governed by Section 5.12 of the Amended and Restated Northeast Corridor Services Agreement.

8. Except as modified by this Amendment, the Amended NECSA remains in full force and effect.

IN WITNESS WHEREOF, the Parties set their hands this 27 day of May, 2021

WITNESS:

Notary Public

NATIONAL RAILROAD PASSENGER CORPORATION

By: ____________________

BROOKKLIN BROWN NOTARY PUBLIC DISTRICT OF COLUMBIA Expiration Date Dec. 14, 2025

WITNESS:

NEW JERSEY TRANSIT CORPORATION,

acting for itself and its subsidiary New Jersey Transit Rail Operations, Inc.

-- By: ____________________

(f) Should further infrastructure modifications be constructed beyond those detailed in the Project, including but not limited to Mid-Line Loop, Jersey Avenue Station relocation, and North Brunswick Station, Amtrak shall discuss with NJ TRANSIT Amtrak's decision on the future control of all dispatching in the Project areas located on the NEC, including but not limited to Stone Interlocking, via further amendment to the NECSA. This provision shall not derogate any of NJ TRANSIT's rights to operate, control or dispatch trains on the Delco Lead.

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WITNESS: NATIONAL RAILROAD PASSENGER CORPORATION

___________________ By: ________________________________

WITNESS: NEW JERSEY TRANSIT CORPORATION,

acting for itself and its subsidiary New Jersey Transit Rail Operations, Inc.

------------------------------------ By: ________________________________

Kevin S. Corbett
President + CEO

This Third Amendment has been reviewed
and approved as to form only for NJ TRANSIT CORP. and
NJ TRANSIT RAIL OPERATIONS, INC.
Kaplan Kirsch and Rockwell

By: Suzanne Silverman
Suzanne L. Silverman

EXHIBIT A - Delco Lead Easement Area

EXHIBIT B - Handy Easement Area

EXHIBIT C – County Yard Easement Area

EXHIBIT D- County Yard Easement Area - Legal Description

EXHIBIT E – Map depicting the Millstone Branch

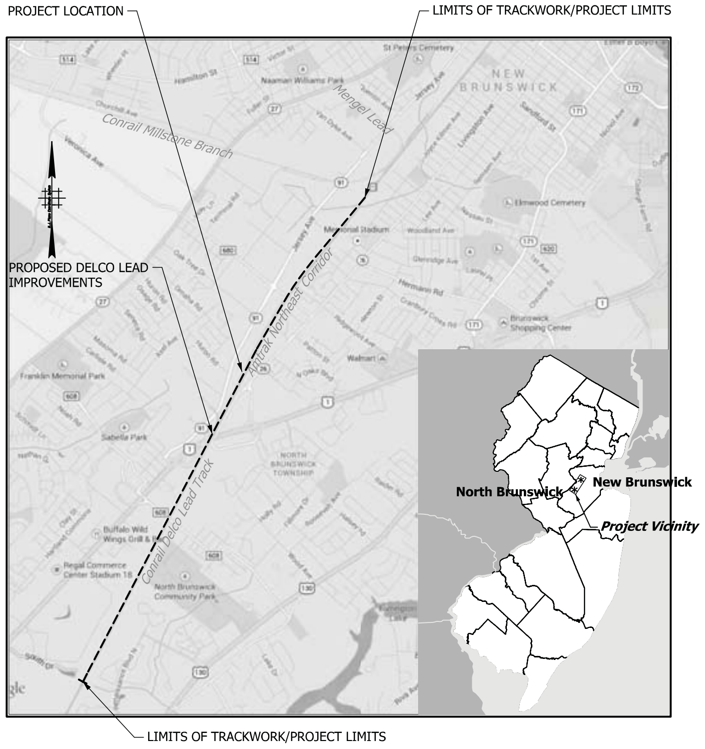
EXHIBIT F – Map depicting Amtrak and NJ TRANSIT Maintenance responsibility

EXHIBIT G - Procedures for Control, Operation and Maintenance of Electric Traction Facilities Supplied by Amtrak's Power System for New Jersey Transit Operations

NJ TRANSIT

One Penn Plaza East
Newark, NJ 07105-2246

DELCO LEAD STORAGE AND INSPECTION
AND COUNTY YARD IMPROVEMENTS
EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
TOWNSHIP OF NORTH BRUNSWICK & CITY OF NEW BRUNSWICK, MIDDLESEX COUNTY NEW JERSEY



TABULATION TOTAL PROJECT ROW EASEMENT

PROPERTY AND EASEMENT AREAS	AREA (AC)	AREA (SF)
DELCO ROW PROPERTY AREA DATA:		
- NJ TRANSIT PROPERTY (FORMERLY CONRAIL)	25.92	1172599
- CONSTRUCTION EASEMENT (AMTRAK TO NJ TRANSIT)	7.22	314574
- ADAMS STATION 900 DAY AGREEMENT EASEMENT	1.26	55060
- JERSEY AVE STATION 900 DAY AGREEMENT EASEMENT	1.07	46450
TOTAL:	**34.14**	1487225
- PERMANENT EASEMENT (AMTRAK TO NJ TRANSIT)	2.34	102081
TOTAL:	**2.34**	**102081**

- PERMANENT EASEMENT (AMTRAK TO NJ TRANSIT)	AREA (AC)	AREA (SF)
PARCEL A-1	0.71	30758
PARCEL A-2	0.58	25378
PARCEL A-3	0.41	18005
PARCEL A-4	0.26	11263
PARCEL A-5	0.00	207
PARCEL A-6	0.08	3654
PARCEL A-7	0.03	1309
PARCEL A-8	0.26	11507
TOTAL:	2.34	102081

INDEX OF DRAWINGS FOR EASEMENTS

SHEET No.	DWG No.	DRAWING TITLE
PROJECT DRAWINGS		
1	CVR-001	COVER SHEET, INDEX OF DRAWINGS, TABLE AND NOTE
2	ROW-001	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
3	ROW-002	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
4	ROW-003	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
5	ROW-004	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
6	ROW-005	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
7	ROW-006	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
8	ROW-007	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
9	ROW-008	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
10	ROW-009	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
11	ROW-010	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
12	ROW-011	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
13	ROW-012	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
14	ROW-013	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
15	ROW-014	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
16	ROW-015	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
17	ROW-016	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
18	ROW-017	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
19	ROW-018	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
20	ROW-019	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
21	ROW-020	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
22	ROW-021	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)
23	ROW-022	EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)

PREPARED BY:

wsp

Two Gateway Center, Suite 1000
Newark, NJ 07102

AUGUST 7, 2020

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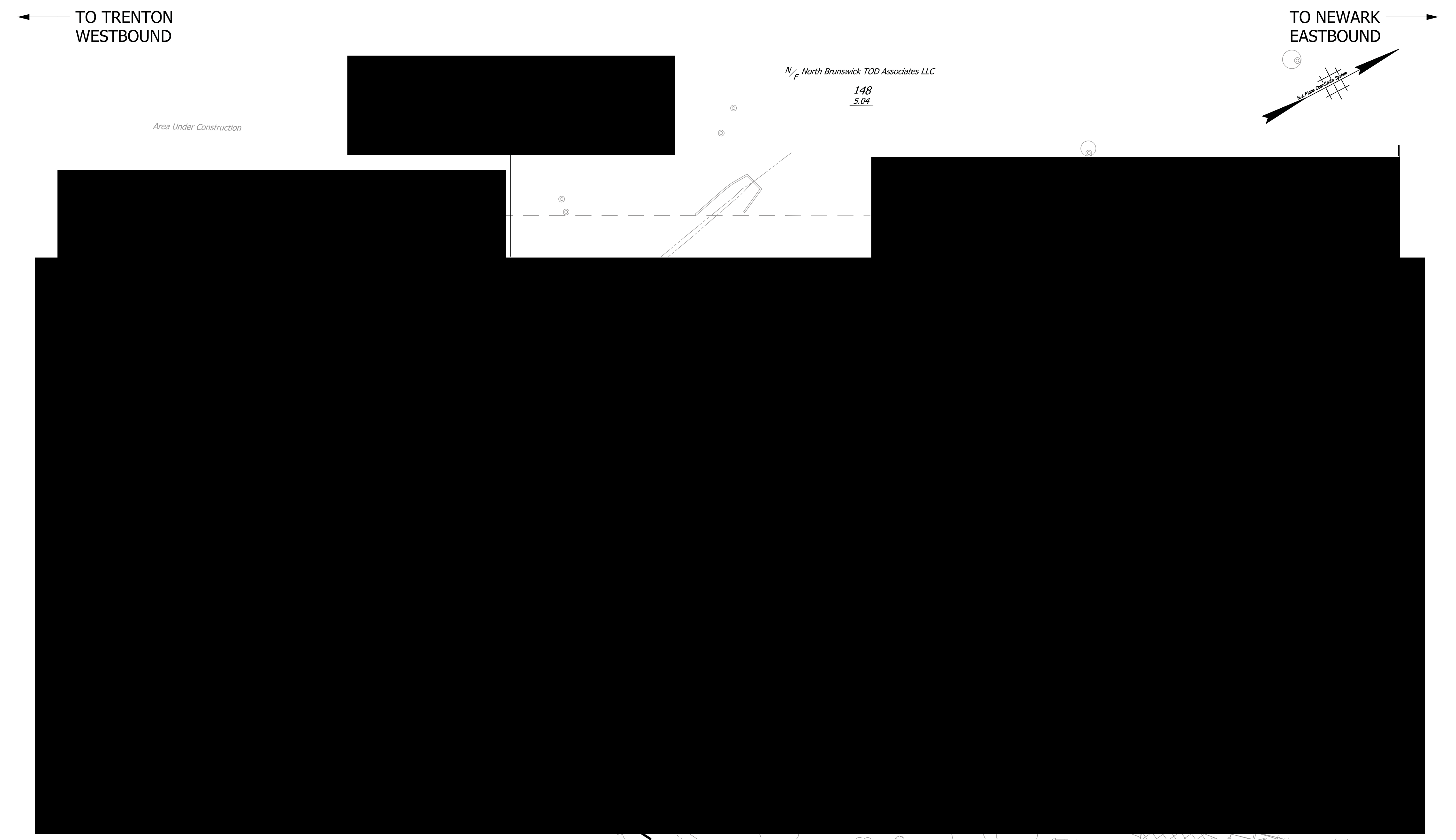

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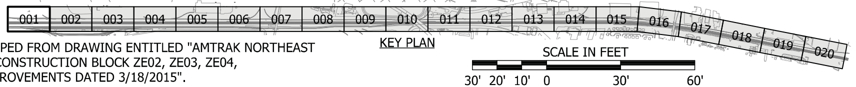
LEGEND:
PROPOSED TRACK CENTER LINE
▨ EXISTING ACCESS ROAD
⦿ CATENARY POLE
PROPOSED ACCESS ROAD
GROUND WIRE
ROW LINE
▨ CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1 DESCRIPTION COURSE IDENTIFICATION NUMBER
▒ PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



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Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

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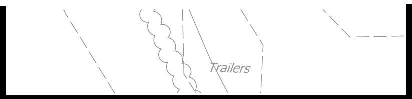
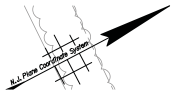
TO NEWARK →
EASTBOUND





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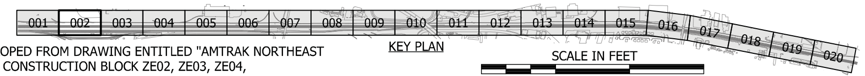
⊙	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

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Date AUG 07, 2020
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Dwn.
Chkd.Dwn.

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Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
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ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

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DELCO LEAD
STORAGE AND
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AND COUNTY YARD
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EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

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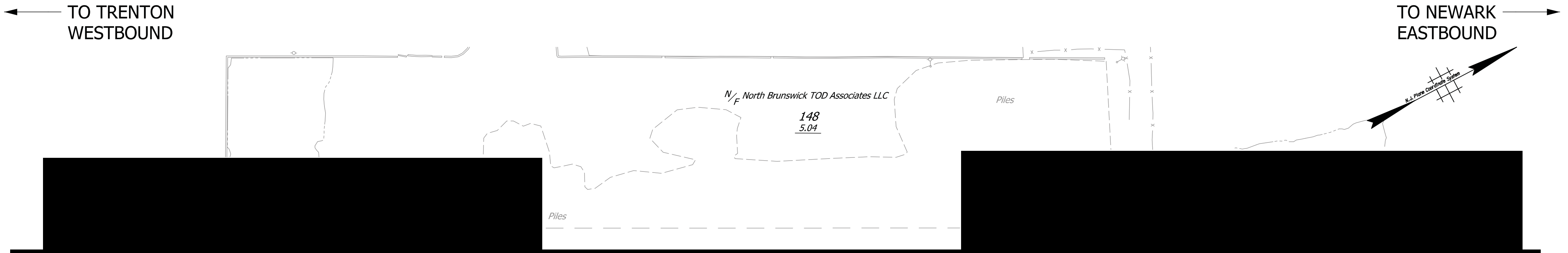
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LEGEND:

───	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE
☒☒☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
⊙	CATENARY POLE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER	▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

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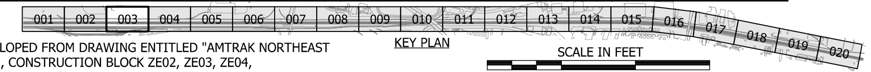

KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

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Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

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EXHIBIT A - DELCO LEAD
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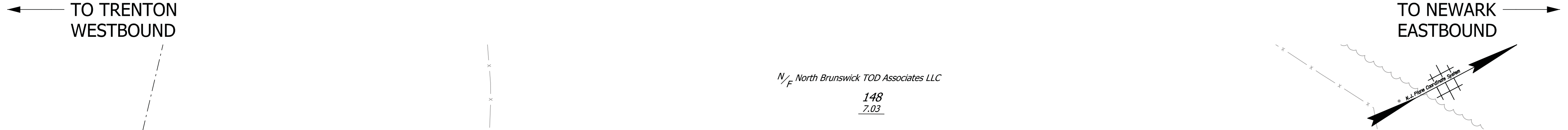
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TO NEWARK
EASTBOUND
N/F North Brunswick TOD Associates LLC
148
7.03
N.J. Plane Coordinate System

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LEGEND:

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▨	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▭	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⊙	CATENARY POLE						

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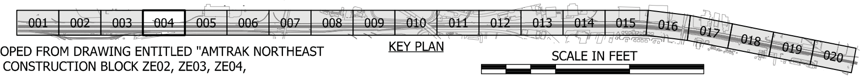

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30' 20' 10' 0 30' 60'

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Engineer of Record
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N.J. LIC. GE04321800

Date: 7/06/20

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EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-004
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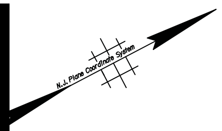
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND



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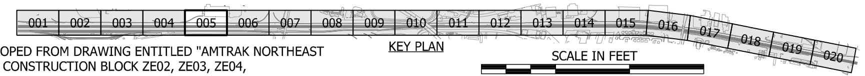
LEGEND:

───────	PROPOSED TRACK CENTER LINE
▨	EXISTING ACCESS ROAD
⦿	CATENARY POLE
▭	PROPOSED ACCESS ROAD
— — —	GROUND WIRE
—— - - ——	ROW LINE
▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
No.	Date	Eng.	Revision Notes	Chkd.Dwn.

CY_S-PL-ROW_Const-005-SITE-DL_rowplan.dgn

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DATE: 8/11/2020 10:24:15 AM
USER: Radzeviciene

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
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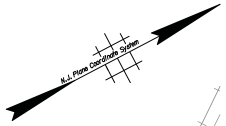
DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-005
Sheet

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND



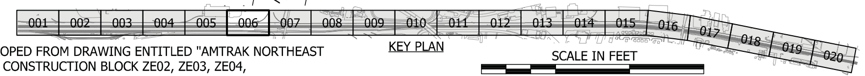
[redacted]

LEGEND:

Symbol	Description
———	PROPOSED TRACK CENTER LINE
▨	EXISTING ACCESS ROAD
⦿	CATENARY POLE
▭	PROPOSED ACCESS ROAD
— — —	GROUND WIRE
— - - —	ROW LINE
▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▩	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-006-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
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N.J. LIC. GE04321800

Date: 7/06/20

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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-006
Sheet

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← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

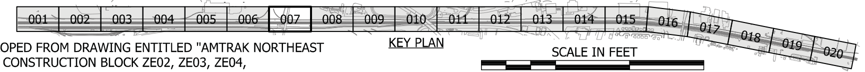
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▩	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⊙	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-007-SITE-DL_rowplan.dgn

Engineer of Record
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Date: 7/06/20

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EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-007
Sheet

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DATE: 8/11/2020 10:24:34 AM
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

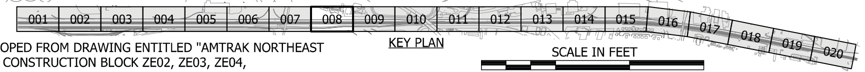
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE
☒	EXISTING ACCESS ROAD
⊙	CATENARY POLE
▭	PROPOSED ACCESS ROAD
— — —	GROUND WIRE
—— - - ——	ROW LINE
▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-008-SITE-DL_rowplan.dgn

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DELCO LEAD
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-008
Sheet

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DATE: 8/11/2020 10:24:46 AM
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← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

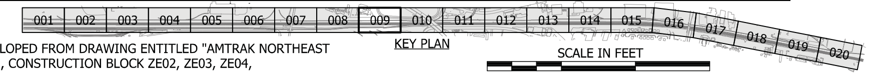
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⊙	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
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				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-009-SITE-DL_rowplan.dgn

Engineer of Record
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DELCO LEAD STORAGE AND INSPECTION FACILITY AND COUNTY YARD IMPROVEMENTS

EXHIBIT A - DELCO LEAD EASEMENTS PLANS (AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-009
Sheet

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DATE: 8/11/2020 10:24:54 AM
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

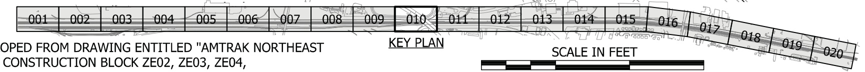
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE
▭	PROPOSED ACCESS ROAD
— - - —	ROW LINE
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
⊠	EXISTING ACCESS ROAD
— — —	GROUND WIRE
▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
▬	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-010-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
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DELCO LEAD
STORAGE AND
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-010
Sheet

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USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

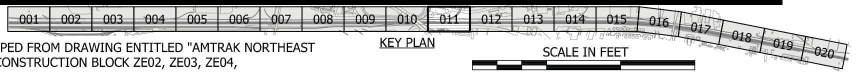
[redacted]

LEGEND:

──	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE
▨	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▧	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE				
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER	▬	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT		

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
No.	Date	Eng.	Revision Notes	Chkd.Dwn.

CY_S-PL-ROW_Const-011-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

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DELCO LEAD
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-011
Sheet

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DATE: 8/11/2020 10:25:14 AM
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

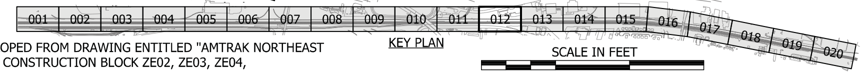
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▬	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⊙	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-012-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
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DELCO LEAD
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-012
Sheet

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USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

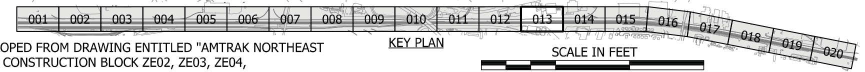
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE
☒☒☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER	▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-013-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

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DELCO LEAD
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-013
Sheet

FILENAME: c:\pwworking\nai\ex-radzevr\d0479833\CY_S-PL-ROW_Const-013-SITE-DL_rowplan.dgn
DATE: 8/11/2020 10:25:32 AM
USER: Radzeviciene

← TO TRENTON

TO NEWARK →

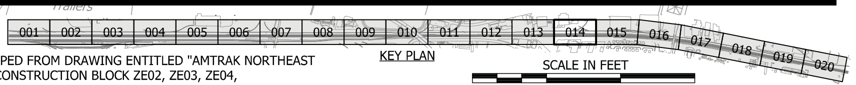
[redacted]

LEGEND:

───	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
⊠	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▭	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET

30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-014-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

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EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-014
Sheet

FILENAME: c:\pwworking\nai\ex-radzevr\d0479833\CY_S-PL-ROW_Const-014-SITE-DL_rowplan.dgn
DATE: 8/11/2020 10:25:39 AM
USER: Radzeviciene

◄—— TO TRENTON
WESTBOUND

TO NEWARK ——►
EASTBOUND

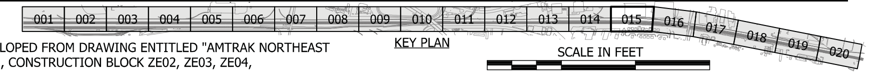
[redacted]

LEGEND:

—	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▨	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▬	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⊙	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-015-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07960

WSP
WSP USA Inc.
Two Gateway Center
Suite 1000
Newark, NJ 07102
Tel: +1 973.353.9100

DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-015
Sheet

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USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

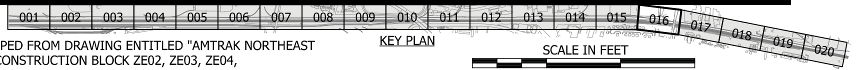
[redacted]

LEGEND:

—	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▩	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE						

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
No.	Date	Eng.	Revision Notes	Chkd.Dwn.

CY_S-PL-ROW_Const-016-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-016
Sheet

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USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]

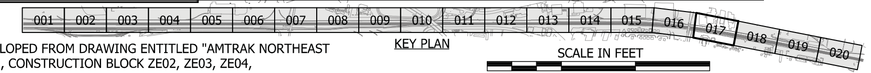
MATCH LINE - ROW-018

LEGEND:

——	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	—— - - ——	ROW LINE
▨	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE				
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER				
▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT				

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
No.	Date	Eng.	Revision Notes	Chkd.Dwn.

CY_S-PL-ROW_Const-017-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-017
Sheet

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DATE: 8/11/2020 10:26:03 AM
USER: Radzeviciene

← TO TRENTON

TO NEWARK →

[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE
▨	EXISTING ACCESS ROAD
⦿	CATENARY POLE
▭	PROPOSED ACCESS ROAD
— — —	GROUND WIRE
—— - - - ——	ROW LINE
▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".

KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

FILENAME: c:\pwworking\nai\ex-radzevr\d0479833\CY_S-PL-ROW_Const-018-SITE-DL_rowplan.dgn
DATE: 8/11/2020 10:26:10 AM
USER: Radzeviciene

				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
No.	Date	Eng.	Revision Notes	Chkd.Dwn.

CY_S-PL-ROW_Const-018-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'

Contract No.

Drawing
ROW-018

Sheet

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

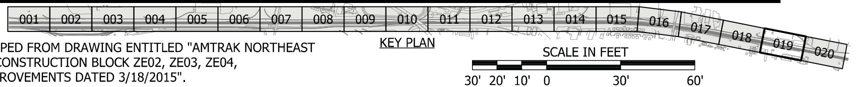
[redacted]

LEGEND:

———	PROPOSED TRACK CENTER LINE
▨	EXISTING ACCESS ROAD
⦿	CATENARY POLE
▭	PROPOSED ACCESS ROAD
— — —	GROUND WIRE
— - - —	ROW LINE
▧	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▩	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

1. AMTRAK STATIONING AS SHOWN HEREIN DEVELOPED FROM DRAWING ENTITLED "AMTRAK NORTHEAST CORRIDOR, FINAL OCS FT DESIGN SUBMISSION, CONSTRUCTION BLOCK ZE02, ZE03, ZE04, NJ HSRIP MAINLINE OCS AND SIGNAL POWER IMPROVEMENTS DATED 3/18/2015".



KEY PLAN

No.	Date	Eng.	Revision Notes	Chkd.Dwn.
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.

CY_S-PL-ROW_Const-019-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07960

WSP
WSP USA Inc.
Two Gateway Center
Suite 1000
Newark, NJ 07102
Tel: +1 973.353.9100

DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-019
Sheet

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DATE: 8/11/2020 10:26:19 AM
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]

LEGEND:

───	PROPOSED TRACK CENTER LINE
▨	EXISTING ACCESS ROAD
⦿	CATENARY POLE
▭	PROPOSED ACCESS ROAD
— — —	GROUND WIRE
—- - - —	ROW LINE
▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT
A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
▒	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT

NOTES:

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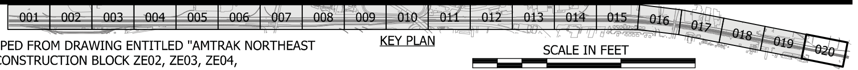

KEY PLAN

SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-020-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07960

WSP USA Inc.
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Suite 1000
Newark, NJ 07102
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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1" = 30'
Contract No.
Drawing ROW-020
Sheet

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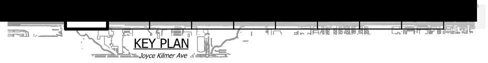
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]



LEGEND:

———	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
☒☒☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▩	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE						

NOTES:

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SCALE IN FEET
30' 20' 10' 0 30' 60'

No.	Date	Eng.	Revision Notes	
				Date AUG 07, 2020
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_S-PL-ROW_Const-021-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07960

WSP
WSP USA Inc.
Two Gateway Center
Suite 1000
Newark, NJ 07102
Tel: +1 973.353.9100

DELCO LEAD
STORAGE AND
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1"=30'
Contract No.
Drawing ROW-021
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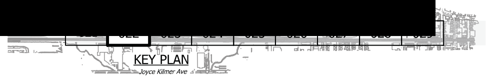
← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]



SCALE IN FEET
30' 20' 10' 0 30' 60'

LEGEND:

———	PROPOSED TRACK CENTER LINE	▭	PROPOSED ACCESS ROAD	— - - —	ROW LINE	A1-1	DESCRIPTION COURSE IDENTIFICATION NUMBER
☒☒☒	EXISTING ACCESS ROAD	— — —	GROUND WIRE	▨	CONSTRUCTION EASEMENT FROM AMTRAK TO NJ TRANSIT	▬	PERMANENT EASEMENT FROM AMTRAK TO NJ TRANSIT
⦿	CATENARY POLE						

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No.	Date	Eng.	Revision Notes

Date AUG 07, 2020
Des.
Chkd.
Dwn.
Chkd.Dwn.

CY_S-PL-ROW_Const-022-SITE-DL_rowplan.dgn

Engineer of Record
RICHARD J. BARRINGTON, P.E.
Professional Engineer
N.J. LIC. GE04321800

Date: 7/06/20

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
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Newark, NJ 07102
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DELCO LEAD
STORAGE AND
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AND COUNTY YARD
IMPROVEMENTS

EXHIBIT A - DELCO LEAD
EASEMENTS PLANS
(AMTRAK TO NJ TRANSIT)

Scale 1"=30'
Contract No.
Drawing ROW-022
Sheet

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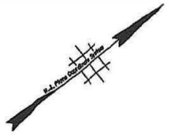
DATE: 8/11/2020 10:26:44 AM
USER: Radzeviciene

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND



[redacted]

No.	Date	Eng.	Revision Notes	Date JUL. 1 2, 2019
				Des.
				Chkd.
				Dwn.
				Chkd.Dwn.

CY_Exhibit B_Handy.dgn

FILENAME:
DATE: 7/12/2019 12:51:05 PM

Engineer of Record

Professional Engineer
N.J. LIC.

Date:

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07962

SUB CONSULTANT:
GTS CONSULTANTS
Engineering, Surveying &
292 Lafayette St.
Newark, NJ 07105

HANDY
EASEMENT
AREA

EXHIBIT B

Scale 1" = 100'
Contract No.
Drawing
Sheet

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]

FILENAME: c:\pwworking\nai\phaag\d0494252\CY_Exhibit A_County.dgn
DATE: 3/23/2020 4:32:58 PM
USER: phaag

				Date MAR. 23, 2020
				Des.
				Chkd.
				Dwn .
No.	Date	Eng.	Revision Notes	Chkd.Dwn.

CY_Exhibit A_County.dgn

Engineer of Record

Professional Engineer
N.J. LIC.

Date:

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07962

SUB CONSULTANT:
GTS CONSULTANTS
Engineering, Surveying & Mapping
292 Lafayette St,
Newark, NJ 07105

COUNTY
EASEMENT
AREA

EXHIBIT C

Scale 1" = 100'
Contract No.
Drawing
Sheet

EXHIBIT D

May 6, 2021 FLV/flv (GTS Consultants, Inc.)

An easement in certain land and premises situate, lying and being in the City of New Brunswick, County of Middlesex, and State of New Jersey and being more particularly described as follows:

Block 800 Lot 1,

Parcel A, as indicated on a certain map entitled “County Easement Area, Exhibit A”, dated March 23, 2020, Prepared by Jacobs Engineering for New Jersey Transit Corporation, and being further described as follows:

PARCEL A: Permanent Easement
Beginning at the southeasterly most corner of Block 242.01, Lot 17.04 (lands of P&H, LLC.), said point being South 51° 01' 03" East 150.11 feet from the point forming the common corner of Block 242.01, Lot 17.04 (P&H, LLC), Block 242, Lot 16.02 (Wakefield Realty Co., Inc.), and Block 800, Lot 1 (Amtrak), said point having NJ Plane State Coordinates of N 599,334.59 and E 501,637.66 as established for this project; thence,

1. Along the common line dividing Block 242.01, Lot 17.04 and Block 800, Lot 1, hereon; thence, North 51° 01' 03" West, a distance of 13.65 feet to a point thereon; thence,
2. Through Block 800, Lot 1 and along the southeasterly side of an existing electric substation, North 38° 53' 24" East, a distance of 332.00 feet to a point; thence,
3. Still through Block 800, Lot 1 and along the northeasterly side of an existing electric substation, North 51° 06' 36" West, a distance of 136.46 feet to a point on the common line dividing Block 242, Lot 16.08, and Block 800, Lot 1; thence,
4. Along said common line and beyond, North 38° 53' 24" East, a distance of 895.91 feet to a point; thence,
5. Along the common line dividing Block 800, Lot 1 and Block 242, Lot 10.03, North 30° 16' 37" West, 142.41 feet to a point thereon; thence,
6. Along same, North 38° 53' 24" East, a distance of 125.00 feet to a point; thence,
7. Still along same, South 51° 06' 36" East, a distance of 160.00 feet to a point; thence,
8. Along same and beyond, North 38° 53' 24" East, a distance of 1529.81 feet to a point; thence,
9. Along the common line dividing Block 800, Lot 1 and Block 242, Lot 5.06 and beyond, South 51° 27' 06" East, a distance of 185.58 feet to a point; thence,
10. Through Block 800, Lot 1, South 38° 53' 10" West, a distance of 2260.15 feet to a point; thence,
11. Through Block 800, Lot 1, South 40° 37' 45" West, a distance of 193.85 feet to a point; thence
12. Through Block 800, Lot 1, South 33° 30' 34" West, a distance of 21.66 feet to a point; thence
13. Through Block 800, Lot 1, South 48° 13' 41" East, a distance of 29.78 feet to a point; thence
14. Through Block 800, Lot 1, South 41° 30' 45" West, a distance of 132.42 feet to a point; thence
15. Through Block 800, Lot 1, South 38° 51' 41" West, a distance of 31.84 feet to a point; thence
16. Still through Block 800, Lot 1 and along the northerly line of the Millstone Branch southwesterly on a curve curving to the right, not tangent to the preceding course, having a radius of 1,325.00 feet, an arc length of 412.44 feet, a chord bearing of South 51° 35' 52" West, and a chord length of 410.77 feet to a point thereon; thence,
17. On the common line dividing Block 242.01, Lot 17.04 from Block 800, Lot 1, northeasterly on a curve curving to the left, not concentric with the preceding course, having a radius of 717.55 feet, an arc length of 107.71 feet, a chord bearing of North 43° 08' 57" East, and a chord length of 107.61 feet to the point and place of beginning.

Containing 561,444 square feet or 12.889 acres more or less.

PARCEL A Permanent Easement includes conveyance of air rights in the Easement Area of eighty (80) feet from top of rail.

This map and description have been prepared in the office of GTS Consultants, Inc.,
Freehold, NJ.

_______________________________May 6, 2021
Fredrick L. Voss, PE, PLS Date
NJ Professional Engineer & Land Surveyor
License No. 24GB02579700

[redacted]

No.	Date	Eng.	Revision Notes

CY_Exhibit A_Millstone.dgn

Date MAR. 23, 2020
Des.
Chkd.
Dsn.
Chkd.Dsn.

Engineer of Record
Professional Engineer
N.J. LIC.

Date: ________

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
JACOBS®
412 Mt. Kemble Ave, Morristown, NJ 07962

MILLSTONE
INDUSTRIAL TRACK
LEASE AREA

EXHIBIT E

Scale
Contract No.
Drawing
Sheet

[redacted]

No.	Date	Eng.	Revision Notes	
				Des.
				Chkd.
				Dwn.
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NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

EXHIBIT F
MAINTENANCE RESPONSIBILITY

Scale N.T.S.
Contract No.
Drawing
Sheet

Exhibit G

Procedures for Control, Operation and Maintenance of Electric Traction Facilities Supplied by Amtrak's Power System for NJ TRANSIT Operations

These Procedures outline responsibilities of Amtrak and NJ TRANSIT for controlling, operating and maintaining electric traction facilities supplied by Amtrak's power system for NJ TRANSIT operations. They include procedures for safely and efficiently energizing and/or de-energizing high voltage traction power and signal power circuits.

Amtrak and NJ TRANSIT have agreed to provide electrical protection and switching in accordance with each party's Electrical Operating Instructions, and as outlined in this document. This protection or switching will be conducted in a timely fashion and without charge to the party requesting it. However, should the protection or switching be at the request of a third party, the parties reserve the right to require reimbursement.

Communication between the Amtrak Power Director and the NJ TRANSIT Power Supervisor concerning these Procedures (including temporary changes to the normal electrical configuration) shall occur via telephone on recorded lines. The Amtrak Power Director shall contact the NJ TRANSIT Power Supervisor at 201-246-2652/53 at the Rail Operations Center (ROC) in Kearney, NJ. The NJ TRANSIT Power Supervisor shall contact the Amtrak Power Director at 212-630-7680/82 in Penn Station Control Center (PSCC) in New York. Permanent changes to the normal electrical configuration regarding electric traction equipment as referred to herein shall be issued in a letter to the other party via email correspondence.

The Amtrak Power Director shall promptly contact the NJ TRANSIT Power Supervisor with any change of breaker status or incidents that could cause power interruptions, and the NJ TRANSIT Power Supervisor shall promptly contact the Amtrak Power Director with any change of breaker status or incidents that could cause power interruptions.

A "qualified employee" as referred to herein is defined in the following Electrical Operating Instructions for each respective party:

1. Amtrak's AMT-2
2. NJ TRANSIT's TRO-3

All reference to Amtrak and NJ TRANSIT Electrical Operating Instructions and Sectionalizing Diagrams herein shall pertain to the latest revision of each respective document.

Attachments

A-1 - Morrisville Storage Yard and Approaches
A-2 - Princeton Line
A-3 - North Jersey Coast Line
A-4 - Hudson Line
A-5 - Kearny Connection Tracks #5 and #6
A-6a – County Storage Yard (Current)
A-6b – County Storage Yard and Delco Lead Tracks (Future)
Attachment B – New York Division 12 kV and 138 kV Sectionalizing Diagrams

Attachment C – County Yard Sectionalizing Diagram post construction of NJ TRANSIT's Rail Yard Improvement Project

Attachment A-1

Morrisville Storage Yard and Approaches

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment B for Amtrak Substation # 34 Morrisville sectionalizing diagram.

1. Traction Power

1.1 Control and Operation of Substation 12kV Circuit Breakers

NJ TRANSIT's Morrisville Storage Yard and its approaches shall be supplied with 12 kV, 25 Hz traction power from Amtrak's Morrisville Substation # 34 located at railroad mile post AN 58.5 in Morrisville, Pa, via any combination of the four - high voltage circuit breakers designated as Y1, Y2, Y3 and Y4. These four circuit breakers located within Amtrak's Morrisville Substation # 34, are operated by Amtrak. They are under the control of the Amtrak Power Director at PSCC New York. The Amtrak Power Director shall promptly report any change of status to the Y1, Y2, Y3, and Y4 circuit breakers to the NJ TRANSIT Power Supervisor.

The MV1, MV2, and MV3 breakers and associated disconnect switches in the NJ TRANSIT Morrisville Yard Substation are operated by NJ TRANSIT and are under the control of the NJ TRANSIT Power Supervisor.

NJ TRANSIT's Power Supervisor shall have the right to request the closure of the normally open Y4 circuit breaker via Amtrak's Power Director, to feed the Yard if Amtrak's Y1 or NJ TRANSIT's MV1 breaker is out of service. Other combinations of equipment (e.g., switches/breakers) out of service may require the Y4 breaker to be closed only after it is determined by Amtrak's Power Director that closure will not result in a second tie to the Amtrak # 33 and # 34 bus sections in NJ TRANSIT's Morrisville Yard Substation or Morrisville Storage Yard complex.

The Y1 and Y3 breakers are supplied from bus section # 34, and the Y2 and Y4 breakers are supplied from bus section # 33. The two bus sections are separated by a normally closed bus tie breaker designated "BB". Therefore, it is imperative that NJ TRANSIT does not create a second tie of Amtrak's two main bus sections, through the NJ TRANSIT controlled normally open tie switches. These tie switches, designated MV-12, MV-23, and MV-E4, MY-70, and MVY-18 and MVY-91, cannot be operated without obtaining permission from the Amtrak

Power Director. NJ TRANSIT may have to momentarily disrupt power to portions of its Yard to prevent a switching operation that could inadvertently cause Amtrak bus sections # 33 and # 34 to be tied together at the Morrisville Storage Yard complex.

Additionally, if there is any rearrangement of Amtrak's Substation # 34 requiring either bus section # 33 or bus section # 34 to be isolated for Amtrak maintenance, the NJ TRANSIT Power Supervisor must be promptly notified. This allows NJ TRANSIT to rearrange its bus arrangement to offset or lessen any catenary potential difference that may exist at the section breaks.

1.2 Control and Operation of 12 kV Catenary Sectionalizing Disconnect Switches

The normally open hand operated Y4L switch is operated by NJ TRANSIT and is under the control of the NJ TRANSIT Power Supervisor. This switch may be operated by qualified Amtrak employees under the direction of the Amtrak Power Director, with permission from the NJ TRANSIT Power Supervisor. The Y4L hand operated disconnect switch is equipped with a "Triangle" key lock.

The normally open 2MY7 and 3MY8 motor operated disconnect switches at Morris interlocking are operated by Amtrak and are under the control of the Amtrak Power Director. These switches may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling these switches for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3). The 2MY7 and/or the 3MY8 motor operated disconnect switches may only be closed in extreme emergency situations and at the sole discretion of the Amtrak Power Director, with notification to the NJ TRANSIT Power Supervisor. This allows limited NJ TRANSIT train movements in and out of the Yard in the event of the loss of the Y1, Y2, Y3 and Y4 feeders (See Section 5 Emergency Conditions below). The 2MY7 and 3MY8 motor operated disconnect switches are equipped with a "Triangle" key lock.

The normally closed MY-81 and MY-72 motor operated disconnect switches at MY interlocking are operated by NJ TRANSIT and are under the control of the NJ TRANSIT Power Supervisor. The MY-81 and MY-72 motor operated disconnect switches may be operated by qualified Amtrak employees under the direction of the Amtrak Power Director, with permission from the NJ TRANSIT Power Supervisor. Qualified Amtrak employees operating these switches must remove DC/AC control as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3). The MY-72 and MY-81 motor operated disconnect switches are equipped with a "Triangle" key lock.

1.3 Switching/Clearances

NJ TRANSIT switching/clearance procedures shall apply to both NJ TRANSIT's and Amtrak's qualified employees in operating NJ TRANSIT electric traction equipment.

NJ TRANSIT and Amtrak shall have the right to request and be issued clearances from the other party on the 12 kV feeders between circuit breakers Y1, Y2, Y3 or Y4 at Amtrak's Substation # 34 and NJ TRANSIT's Morrisville Yard Substation MV1, MV2, MV3, and Y4L for maintenance purposes. Feeder maintenance limits are described later in section 3.2.

Qualified NJ TRANSIT employees via the NJ TRANSIT Power Supervisor may request, remove control, and be issued a clearance with 2MY7 and 3MY8 as a blocking point, with notification to the Amtrak Power Director.

All electric traction equipment within the NJ TRANSIT Morrisville Yard Substation and Morrisville Storage Yard shall be under the control of the NJ TRANSIT Power Supervisor. However, before closing the normally open motor operated tie disconnect switches MV-12, MV-23, MV-E4, MY-70, MVY-18 and MVY-91, either within the Substation or Yard, the NJ TRANSIT Power Supervisor shall obtain permission from the Amtrak Power Director who shall confirm that the Amtrak # 33 and # 34 bus sections are not tied together by the closing of any of these motor operated switches.

NJ TRANSIT switching/clearance procedures shall apply to Amtrak qualified employees in performing maintenance of jointly operated electric traction equipment between Morris and MY interlockings.

The Amtrak Power Director shall notify the NJ TRANSIT Power Supervisor before Amtrak qualified employees work beyond (towards Yard) the catenary section breaks of the 2MY7 and 3MY8 switches.

The Amtrak Power Director shall notify the NJ TRANSIT Power Supervisor before issuing a clearance on the Y4 feeder.

The Amtrak Power Director shall notify the NJ TRANSIT Power Supervisor before issuing a clearance on the 833 signal line that affects MY interlocking.

2. Signal Power

2.1 Control and Operation of 6.9 kV Signal Power Sectionalizing Switches

The signal power for MY interlocking is supplied at 6.9 kV, 100 Hz single phase directly from Amtrak's 833 signal line. The signal power is delivered to NJ TRANSIT via a normally closed hand operated disconnect switch designated as MY at Amtrak Structure # N-591S. The hand operated disconnect switch MY is operated by Amtrak and is equipped with a "Triangle" key lock. Amtrak qualified employees may operate the MY disconnect switch under the direction of the Amtrak Power Director, with notification to the NJ TRANSIT Power Supervisor. In addition, NJ TRANSIT qualified employees may operate the MY disconnect switch under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director.

2.2 Switching/Clearances

The NJ TRANSIT Power Supervisor shall have control over the 6.9 kV signal power line from the terminations on the signal power equipment at MY Interlocking up to the load side terminals at the MY hand operated disconnect switch at structure # N-591S. An alternate power supply to MY interlocking shall be supplied by Amtrak's Signal Department before the switch is opened. Amtrak qualified employees may open this switch to protect the main line signal power with notification to the NJ TRANSIT Power Supervisor and coordination with Amtrak's Signal Department. The MY hand operated disconnect switch is equipped with a "Triangle" key lock.

The NJ TRANSIT Power Supervisor shall promptly notify the Amtrak Power Director of any incidents or interruptions that could affect the traction power or signal power systems supplying the Morrisville Storage Yard complex and approaches. The Amtrak Power Director in turn shall promptly notify the NJ TRANSIT Power Supervisor of any interruptions to traction or signal power affecting the Morrisville Storage Yard complex or approaches.

3. Maintenance Responsibilities

The following are the agreed upon limits for maintenance of electrification facilities in the NJ TRANSIT Morrisville Storage Yard and approaches.

3.1 Catenary System:

The line of demarcation for maintenance and repair of the catenary system shall be the construction catenary overlaps located on both the Single and Middle Mains as follows:

On the Middle Main (track 7):

> NJ TRANSIT shall maintain its side of the overlap beginning at the catenary dead-ends at structure # N-599 and extending westward into MY interlocking.
>
> Amtrak shall maintain its side of the overlap beginning at the catenary dead ends at structure # N-595 1/2Y and extending eastward into Morris interlocking.

On the Single Main (track 8):

> NJ TRANSIT shall maintain its side of the overlap beginning at the catenary dead-ends at structure # N-599 and extending westward into MY interlocking.
>
> Amtrak shall maintain its side of the overlap beginning at the catenary dead-ends on structure # N-596Y and extending eastward into Morris interlocking.

Amtrak shall maintain the 2MY7 and 3MY8 motor operated disconnect switches at Morris interlocking and associated section breaks.

NJ TRANSIT shall maintain the Y4L hand operated disconnect at structure # N-596Y.

NJ TRANSIT shall maintain the MY-81 and MY-72 hand operated disconnect switches at MY interlocking and associated section breaks.

3.2 Feeders:

- NJ TRANSIT shall maintain the Y1 feeder to its dead-end at structure # N-596A.
- NJ TRANSIT shall maintain the Y1 negative return feeder to its dead-end at structure # N-595Y.
- NJ TRANSIT shall maintain the new Y2 and Y3 aerial feeders to the dead-ends at structure # TP1 behind Amtrak's Substation # 34.
- NJ TRANSIT shall maintain the two negative return feeders for Y2 and Y3 to the dead-ends at structure # TP1 behind Amtrak's Substation # 34.
- Amtrak shall maintain the Y4 feeder to the Y4L disconnect switch at structure # N 596Y.

3.3 Overhead Static Wire:

NJ TRANSIT shall maintain the static wire to the dead-end at structure # T1A.

Amtrak shall maintain the static wire from the opposite dead-end on structure # T1A to the termination in Morrisville Substation # 34.

3.4 Signal Power:

NJ TRANSIT shall maintain the signal power line from the load side terminals at the hand operated disconnect switch MY to the terminations on the signal power equipment at MY interlocking.

Amtrak shall maintain the MY hand operated disconnect switch.

3.5 Substation:

Amtrak shall maintain the Y1, Y2, Y3, and Y4 12 kV circuit breakers located within Morrisville Substation #34.

NJ TRANSIT shall maintain the MV1, MV2, and MV3 12 kV circuit breakers located within the Morrisville Yard Substation.

NJ TRANSIT shall maintain all apparatus located within the Morrisville Yard Substation.

4. Plate Orders

All train movement within the territory east of Morrisville Storage Yard between MY and Morris interlockings is controlled by Amtrak's CETC-7 Train Supervisor. For work performed by NJ TRANSIT qualified employees, the NJ TRANSIT Power Supervisor shall request all plate orders through the Amtrak Power Director. The Amtrak Power Director shall establish a plate order with Amtrak's CETC-7 Train Supervisor and shall notify the NJ TRANSIT Power Supervisor when the plate order is in effect. Work performed by Amtrak qualified employees shall follow Amtrak’s Electrical Operating Instructions, with the exception that the NJ TRANSIT Power Supervisor shall be notified.

5. Emergency Conditions

Procedure for a complete loss of traction power at Amtrak’s Morrisville Substation # 34:

a. NJ TRANSIT Power Supervisor shall have the Morrisville Yard Master lower all the pantographs on train equipment stored in Morrisville Storage Yard.

b. The Morrisville Yard Master shall verify to the NJ TRANSIT Power Supervisor that all pantographs are in the down position. After all pantographs are down, the NJ TRANSIT Power Supervisor shall request from the Amtrak Power Director (if the emergency condition will allow) the closure of the normally open 2MY7 and/or 3MY8 sectionalizing switches at Morris interlocking to get traction power into the Yard.

c. The NJ TRANSIT Power Supervisor shall place into effect a “power restriction” in the Morrisville Storage Yard with the closure of the 2MY7 and 3MY8 sectionalizing switches. This power restriction is per the Amtrak AMT- 2 Instruction for Multiple Unit trains (MUs) or Electric Locomotives and is limited to one consist at a time in or out of Morrisville Storage Yard. Other train equipment shall not have their pantographs up against the catenary wire, until they are given permission by the NJ TRANSIT Power Supervisor to proceed out of the Yard.

d. All of the above emergency procedures shall come under the direction of the Amtrak Power Director.

Attachment A-2

Princeton Line

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment B for Amtrak Substation # 35 Princeton sectionalizing diagram.

1. Traction Power

1.1 Control and Operation of Substation 12 kV Circuit Breakers

The NJ TRANSIT Princeton Line shall be supplied with 12 kV, 25 Hz traction power from Amtrak's Princeton Substation # 35 located at railroad milepost AN 47.3 in Princeton, NJ via the high voltage circuit breaker designated as PB2. The PB2 circuit breaker is operated by Amtrak and is under the control of the Amtrak Power Director. Amtrak's Power Director shall promptly report any change of status to the PB2 circuit breaker to the NJ TRANSIT Power Supervisor. The Amtrak Power Director shall notify the NJ TRANSIT Power Supervisor of any requirements for an alternate feed of the Princeton Line via Amtrak's normally open motor operated 12 kV sectionalizing switches 25 or 35.

1.2 Control and Operation of 12kV Catenary Sectionalizing Disconnect Switches

The normally open 25 and 35 motor operated catenary disconnect switches are operated by Amtrak and under the control of the Amtrak Power Director. These switches may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling these switches for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3).

The normally closed PB2L hand operated line switch is operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor. This switch may be operated by qualified Amtrak employees under the direction of the Amtrak Power Director, with permission from the NJ TRANSIT Power Supervisor.

The normally closed 5WB hand operated catenary disconnect switch is operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor.

1.3 Switching/Clearances

Qualified NJ TRANSIT employees via the NJ TRANSIT Power Supervisor may request, remove control, and be issued a clearance with the 25 and 35 switches as a blocking point, with permission from the Amtrak Power Director.

2. Maintenance Responsibilities

The following are the agreed upon limits for maintenance of electrification facilities on the NJ TRANSIT Princeton Line.

2.1 Catenary System:

NJ TRANSIT shall maintain the catenary over the Nassau Running Track (Track 5) and the Runaround Tracks. The line of demarcation for maintenance and repair of the catenary system shall be the catenary section break from Track 5 to NEC mainline Track 4.

NJ TRANSIT shall maintain the 5WB hand operated sectionalizing switch and associated section break and the 2.8 miles of catenary from the 5WB section break west to the end of the Princeton Line.

NJ TRANSIT shall maintain the PB-2L hand operated switch.

Amtrak shall maintain the 25 and 35 motor operated switches.

2.2 Feeders:

Amtrak shall maintain the 12 kV aerial feeder PB2 from Princeton Substation #35 to the first catenary structure west of MP-0 identified as PB-1.

NJ TRANSIT shall maintain the 12 kV aerial feeder PB2 from the above mentioned structure PB-1 to its dead-end.

2.3 Substation:

Amtrak shall maintain the PB2 circuit breaker in Princeton Substation # 35.

3. Plate Orders

The NJ TRANSIT Power Supervisor shall implement all plate orders on the Princeton Line, for catenary circuits west of the 5WB section break.

Attachment A-3

North Jersey Coast Line

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment B for Amtrak Substation # 39 Rahway sectionalizing diagram.

1. Traction Power

1.1 Control and Operation of 138 kV Transmission Circuits

NJ TRANSIT's North Jersey Coast Line (NJCL) shall be supplied with 138 kV, 25 Hz traction power from Amtrak's Rahway Substation # 39 located at railroad milepost AN 20.8 in Rahway, NJ via the 148 and 248 circuits. The Amtrak Power Director shall have control of all 138 kV lines and related apparatus for the 148 and 248 circuits in Amtrak's Rahway Substation # 39 and NJ TRANSIT's South Amboy Substation # 48 with permission from the Amtrak Load Dispatcher. The Amtrak Power Director shall operate the 148 and 248 circuits under the direction of the NJ TRANSIT Power Supervisor, as they are solely for NJ TRANSIT operations.

1.2 Control and Operation of Substation 12 kV Circuit Breakers

The NJCL shall be supplied 12 kV, 25 Hz traction power from Amtrak's Rahway Substation # 39 via the 4801 and 4802 high voltage circuit breakers. The 4801 and 4802 breakers are under the control of the Amtrak Power Director. Amtrak's Power Director shall promptly report any change of status to the 4801 and 4802 circuit breakers to the NJ TRANSIT Power Supervisor.

1.3 Control and Operation of 12 kV Catenary Sectionalizing Disconnect Switches

The NJ TRANSIT Power Supervisor shall have control of all 12 kV catenary circuits on the NJCL. The NJ TRANSIT Power Supervisor and the Amtrak Power Director shall keep each other informed of system status and any programmed work that may affect the operation of the NJCL.

The normally closed 4801L and 4802L hand operated line switches are operated by Amtrak and under the control of the Amtrak Power Director. These switches may be operated by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director.

The normally open 2A3 and OA hand operated catenary disconnect switches are operated by Amtrak and under the control of the Amtrak Power Director. These switches may be operated by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director.

The normally open 1A5 motor operated catenary disconnect switch is operated by Amtrak and under the control of the Amtrak Power Director. This switch may be operated by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor with permission from the Amtrak Power Director. This switch may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling this switch for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3).

The normally closed UN-22 and UN-20 hand operated catenary disconnect switches are operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor. These switches may be operated by qualified Amtrak employees under the direction of the Amtrak Power Director, with permission from of the NJ TRANSIT Power Supervisor.

The normally closed GR-12 motor operated catenary disconnect switch is operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor. This switch may be operated by qualified Amtrak employees under the direction of the Amtrak Power Director, with permission from of the NJ TRANSIT Power Supervisor. Qualified Amtrak employees operating this switch must remove DC/AC control as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3).

1.4 Switching/Clearances

NJ TRANSIT switching/clearance procedures shall apply to both NJ TRANSIT's and Amtrak's qualified employees in operating NJ TRANSIT electrical equipment.

The NJ TRANSIT Power Supervisor shall obtain a work permit and switching instructions from the Amtrak Load Dispatcher for the 148 and 248 transmission lines, and the TW (1) and TE (2) transformers at NJ TRANSIT's South Amboy Substation # 48. The switching instructions shall be relayed by the NJ TRANSIT Power Supervisor to the Amtrak Power Director for operation.

2. Maintenance Responsibilities

The following are the agreed upon limits for maintenance of electrification facilities on the NJCL.

2.1 Transmission System:

NJ TRANSIT shall maintain approximately 8.2 miles of the 138 kV transmission line (148 and 248 circuits) from the fence line at Amtrak's Rahway Substation # 39 to NJ TRANSIT's South Amboy Substation # 48.

2.2 Catenary System:

The line of demarcation for the 12 kV catenary facilities shall be the division post located at Iman Ave. under grade bridge, NJT MP E 0.0.

Amtrak shall maintain all catenary, sectionalizing switches, and section breaks east of this location. This includes both the 4801L and 4802L hand operated switches.

NJ TRANSIT shall maintain all catenary and its supporting systems west of the division post.

Amtrak shall maintain 2A3 and OA hand operated sectionalizing switches and the 1A5 motor operated switch and associated section breaks.

NJ TRANSIT shall maintain UN-22 and UN-20 hand operated sectionalizing switches and the GR-12 motor operated switch and associated section breaks.

2.3 Substation:

Amtrak shall maintain all of the facilities within Rahway Substation # 39. All control wiring disconnect switches and relays associated with the following equipment within Rahway Substation # 39 are solely for NJ TRANSIT's operation of the NJCL:

1. 138 kV Air Break Switches
    i. 148 1S 3S
    ii. 248 2S 4S
2. 12 kV Catenary Circuit Breakers
    i. 4801 4802

NJ TRANSIT shall maintain all facilities in the South Amboy Substation # 48.

3. Plate Orders

The NJ TRANSIT Power Supervisor shall implement all plate orders west of NJ TRANSIT's Graw interlocking on the NJCL.

Work on the portion of catenary east of NJ TRANSIT's Graw Interlocking on the 4801 and 4802 catenary circuits up to the 1A5, 2A3 and OA sectionalizing switches within Amtrak's Union interlocking requires plate orders from both parties.

Attachment A-4

Hudson Line

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment B for Amtrak Substation # 41 Kearny sectionalizing diagram.

1. Traction Power

1.1 Control and Operation of Substation 12kV Circuit Breakers

NJ TRANSIT's Hudson Line shall be supplied with 12 kV, 25 Hz traction power from Amtrak's Kearny Substation # 41 located at railroad milepost AN 7.2 in Kearny, NJ via the 413 and 414 high voltage circuit breakers. These two circuit breakers are operated by Amtrak and under the control of the Amtrak Power Director. The Amtrak Power Director shall promptly report any change of status to the 413 and 414 circuit breakers to the NJ TRANSIT Power Supervisor. The Amtrak Power Director shall advise the NJ TRANSIT Power Supervisor of any requirement for an alternate feed of the facilities served by these breakers via the normally open 11HY sectionalizing switch.

1.2 Control and Operation of 12kV Catenary Sectionalizing Disconnect Switches

The normally closed 413L and 414L hand operated line switches are operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor.

The normally open 413T414 hand operated tie switch is operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor.

The normally closed 11Y1 hand operated catenary disconnect switch is operated by NJ TRANSIT and under the control of the NJ TRANSIT Power Supervisor.

The normally open 11HY motor operated catenary disconnect switch is operated by Amtrak and under the control of the Amtrak Power Director. This switch may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling this switch for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT’s Electrical Operating Instructions (TRO-3).

1.3 Switching/Clearances

Qualified NJ TRANSIT employees via the NJ TRANSIT Power Supervisor may request, remove control, and be issued a clearance with 11HY as a blocking point with notification to the Amtrak Power Director.

2. Maintenance Responsibilities

2.1 Catenary System:

NJ TRANSIT shall maintain the 413L and 414L hand operated line switches, the 413T414 hand operated tie switch, and all sectionalizing switches and catenary east of the 11HY sectionalizing switch at Hudson interlocking, including the 11Y1 hand operated switch and section break.

Amtrak shall maintain the alternate feed (4001 circuit) to the Hudson Line catenary via the 11HY motor operated switch (including the 11HY switch and section break) at Hudson interlocking and all catenary in Hudson Yard west of the section break at 11HY.

2.2 Feeders:

NJ TRANSIT shall maintain the 12 kV aerial feeders, 413 and 414, from the fence line at Amtrak's Kearny Substation # 41 to the dead-ends at structures 15 and 17.

2.3 Substation:

Amtrak shall maintain the 413 and 414 circuit breakers within Amtrak's Kearny Substation # 41.

3. Plate Orders

The NJ TRANSIT Power Supervisor shall implement all plate orders east of 11HY on the Hudson Line. For worked performed on the 11HY section break or switch by qualified Amtrak employees, the Amtrak Power Director must request all plate orders through the NJ TRANSIT Power Supervisor. The NJ TRANSIT Power Supervisor shall establish a plate order with NJ TRANSIT's Raritan Valley Train Dispatcher and shall notify the Amtrak Power Director when the plate order is in effect.

Attachment A-5

Kearny Connection Tracks # 5 and # 6

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment B for Amtrak Substation # 41 Kearny sectionalizing diagram.

1. Traction Power

1.1 Control and Operation of Substation 12 kV Circuit Breakers

The NJ TRANSIT Kearny Connection tracks 5 & 6 shall be supplied with 12 kV, 25 Hz traction power from Amtrak's Kearny Substation # 41 located at railroad milepost AN 7.2 in Kearny, NJ via the 405 and 406 high voltage circuit breakers. The Amtrak Power Director shall promptly report any change of status to the 405 and 406 circuit breakers to the NJ TRANSIT Power Supervisor. The Amtrak Power Director shall advise the NJ TRANSIT Power Supervisor of any requirement for an alternate feed to tracks 5 or 6 via the normally open 35 or 26 motor operated sectionalizing switches.

1.2 Control and Operation of 12 kV Catenary Sectionalizing Disconnect Switches

The normally closed 405L and 406L hand operated line switches are under the control of the Amtrak Power Director. These switches are operated by Amtrak under the direction of the Amtrak Power Director and notification to the NJ TRANSIT Power Supervisor. These switches may also be operated by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director. The 405L and 406L hand operated disconnect switches are equipped with a “Triangle” key lock.

The normally open 35 and 26 motor operated sectionalizing switches are operated by Amtrak and are under the control of the Amtrak Power Director. These switches may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling this switch for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT’s Electrical Operating Instructions (TRO-3).

1.3 Switching/Clearances

Qualified NJ TRANSIT employees via the NJ TRANSIT Power Supervisor may request, remove control, and be issued a clearance with the normally open 35 and 26 motor operated sectionalizing switches as a blocking point with notification to the Amtrak Power Director.

2. Maintenance Responsibilities

2.1 Catenary System:

Amtrak shall maintain the 26 and 35 motor operated switches (and associated 405L and 406L hand operated switches).

The line of demarcation for catenary maintenance shall be the construction overlaps on tracks 5 and 6 as follows:

On track 5:

> Amtrak shall maintain its side of the construction overlap from the dead-ends on structure # K5/0.25 eastward into Swift interlocking.
>
> NJ TRANSIT shall maintain its side of the construction overlap from the dead-ends located in Swift interlocking westward toward Kearny Junction interlocking.

On track 6:

> Amtrak shall maintain its side of the construction overlap from the dead ends on structure # K6/0.20 eastward into Swift interlocking.
>
> NJ TRANSIT shall maintain its side of the construction overlap from the dead-ends located in Swift interlocking westward toward Kearny Junction interlocking.

Amtrak is required to have a NJ TRANSIT pilot to enter tracks 5 and 6 from Swift interlocking.

NJ TRANSIT is required to have an Amtrak pilot to operate on tracks 5 and 6 through Swift interlocking.

2.2 Feeders:

Amtrak shall maintain the two aerial 405 and 406 feeders from Kearny Substation # 41 to their respective dead-ends over tracks 5 and 6.

2.3 Substation:

Amtrak shall maintain the 405 and 406 circuit breakers located within Kearny Substation # 41.

3. Plate Orders

Whenever tracks 5 and/or 6 between Swift and Kearny Junction require AC power to be removed (see Amtrak Plates ‘Swift 5’ and ‘Swift 6’), plate orders from both parties shall be required. NJ TRANSIT's Morris and Essex (M&E) Train Dispatcher shall request blocking device protection from Amtrak's Section A Train Dispatcher at Swift interlocking. Amtrak’s Section A Dispatcher shall apply and record the required (Panel) Blocking Device Applied (PBDA/BDA) times. Likewise, Amtrak’s Section A Dispatcher shall request blocking device protection from NJ TRANSIT’s M&E Train Dispatcher at Kearny Junction. The M&E Train Dispatcher shall apply and record the required PBDA/BDA times.

All other plate orders involving Swift interlocking (with the exception of Swift 5 and Swift 6 mentioned above) shall be issued by Amtrak’s Section A (or Section C) Train Dispatcher to NJ TRANSIT’s M&E Train Dispatcher at Hudson.

Attachment A-6a

County Storage Yard (Current)[1]

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment B for Amtrak Substation # 37 Millstone and Existing County Yard sectionalizing diagram.

1. Traction Power

1.1 Control and Operation of Substation 12kV Circuit Breakers

The NJ TRANSIT-occupied County Yard shall be supplied with 12 kV, 25 Hz traction power from Amtrak's Millstone Substation # 37 located at railroad mile post AN 32.9 in New Brunswick, NJ, via one high voltage circuit breaker designated as Y3. This circuit breaker located within Amtrak's Millstone Substation # 37 is operated by Amtrak. It is under the control of the Amtrak Power Director at PSCC New York. The Amtrak Power Director shall promptly report any change of status to the Y3 circuit breaker to the NJ TRANSIT Power Supervisor.

The Y3 breaker is supplied from bus section # 37. If there is any rearrangement of Amtrak's Substation # 37 requiring bus section # 37 to be isolated for Amtrak maintenance, the NJ TRANSIT Power Supervisor shall be promptly notified.

1.2 Control and Operation of 12 kV Catenary Sectionalizing Disconnect Switches

The normally open 41Y and 54 motor operated disconnect switches at County interlocking are operated by Amtrak and are under the control of the Amtrak Power Director. These switches may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling these switches for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3). The 41Y and 54 motor operated disconnect switches may only be closed in extreme emergency situations and at the sole discretion of the Amtrak Power Director with notification to the NJ TRANSIT

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[1] Attachment A-6a represents how responsibility is currently apportioned (and how electric traction equipment is currently configured). Upon completion of construction of NJ TRANSIT's new storage yard, Attachment A-6b shall apply.

Power Supervisor. This allows limited NJ TRANSIT train movements in and out of the Yard in the event of the loss of the Y3 feeder (See Section 5 Emergency Conditions below). The 41Y and 54 motor operated disconnect switches are equipped with a "Triangle" key lock.

The hand operated disconnect switches Y12, Y12E, and Y13, located within the limits of County Yard are operated by NJ TRANSIT and are under the control of the NJ TRANSIT Power Supervisor.

1.3 Switching/Clearances

NJ TRANSIT switching/clearance procedures shall apply to both NJ TRANSIT and Amtrak's qualified employees in operating NJ TRANSIT electric traction equipment. NJ TRANSIT and Amtrak shall have the right to request and be issued clearances from the other party on the 12 kV Y3 feeder for maintenance purposes. Feeder maintenance limits are described later in section 3.3.

Qualified NJ TRANSIT employees via the NJ TRANSIT Power Supervisor may request, remove control, and be issued a clearance with the Amtrak 41Y and 54 switches as a blocking point, with notification to the Amtrak Power Director.

All electric traction equipment within the NJ TRANSIT-occupied County Yard shall be under the control of the NJ TRANSIT Power Supervisor.

NJ TRANSIT switching/clearance procedures shall apply to Amtrak qualified employees in performing maintenance of jointly operated electric traction equipment between the Yard and County interlocking.

The Amtrak Power Director and the NJ TRANSIT Power Supervisor shall notify each other before Amtrak or NJ TRANSIT qualified employees work on the catenary section breaks of the 54 turnout.

The Amtrak Power Director shall notify the NJ TRANSIT Power Supervisor before issuing a clearance on the Y3 feeder.

The NJ TRANSIT Power Supervisor shall promptly notify the Amtrak Power Director of any incidents or interruptions that could affect the traction power or signal power systems supplying County Yard. The Amtrak Power Director in turn shall promptly notify the NJ TRANSIT Power Supervisor of any interruptions to traction or signal power that could affect County Yard.

2. Signal Power

The signal power for the NJ TRANSIT-occupied County Yard and County interlocking is supplied by Amtrak's 6.9kV, 100Hz Signal Power.

3. Maintenance Responsibilities

The following are the agreed upon limits for maintenance of electrification facilities in the NJ TRANSIT-occupied County Yard.

3.1 Catenary System:

The line of demarcation for maintenance and repair of the catenary system shall be the catenary air breaks as follows:

On Track 4 at County interlocking:

> NJ TRANSIT shall maintain its side of the 54 turnout air break extending westward into County Yard.
>
> Amtrak shall maintain its side of the 54 turnout air break extending eastward towards the NEC.

Amtrak shall maintain the 41Y and 54 motor operated disconnect switches at County interlocking.

NJ TRANSIT shall maintain the Y12, Y12E, and Y13 hand operated disconnect switches.

Amtrak shall maintain all catenary structures and attachments that support Amtrak catenary.

NJ TRANSIT shall maintain all catenary structures and attachments that support NJ TRANSIT catenary.

3.2 Signal Power:

Amtrak shall maintain the signal power for County Yard and County interlocking.

3.3 Feeders:

- Amtrak shall maintain the Y3 feeder within Substation # 37.
- NJ TRANSIT shall maintain the Y3 feeder within the yard up to the Substation # 37 fence. Amtrak shall maintain the negative return feeders to substation # 37. NJ TRANSIT shall maintain any negative return feeders connected to the yard tracks.

3.4 Overhead Static Wire:

NJ TRANSIT shall maintain the static wire within County Yard.

Amtrak shall maintain all static wire on Northeast Corridor structures.

3.5 Substation:

Amtrak shall maintain the Y3 12 kV yard circuit breaker located within Millstone Substation #37.

4. Plate Orders

All train movement from the NEC up to the 5E signal and 5W signal at County interlocking is controlled by Amtrak's CETC-8 Train Supervisor. For work performed by NJ TRANSIT qualified employees, the NJ TRANSIT Power Supervisor shall request all plate orders through the Amtrak Power Director. The Amtrak Power Director shall establish a plate order with Amtrak's CETC-8 Train Supervisor and shall notify the NJ TRANSIT Power Supervisor when the plate order is in effect. Work performed by Amtrak qualified employees shall follow Amtrak’s Electrical Operating Instructions with the exception that the NJ TRANSIT Power Supervisor shall be notified.

Amtrak is required to have a NJ TRANSIT pilot to enter the Yard from County interlocking.

NJ TRANSIT is required to have an Amtrak pilot to operate on Track 4 at County interlocking.

5. Emergency Conditions

Procedure for a complete loss of traction power at Amtrak Millstone Substation # 37:

a. The NJ TRANSIT Power Supervisor shall have the County Yard Master lower all the pantographs on train equipment stored in County Yard.

b. The County Yard Master shall verify to the NJ TRANSIT Power Supervisor that all pantographs are in the down position. After all pantographs are down, the NJ TRANSIT Power Supervisor shall request from the Amtrak Power Director (if the emergency condition will allow) the closure of the normally open 41Y or the 54 sectionalizing switch at County interlocking to get traction power into the Yard.

c. The NJ TRANSIT Power Supervisor shall place into effect a “power restriction” in County Yard with the closure of the 41Y and 54 sectionalizing switches. This power restriction is per the Amtrak AMT- 2 Instruction for Multiple Unit trains (MUs) or Electric Locomotives and is limited to one consist at a time in or out of County Yard. Other train equipment shall not have their pantographs up against the catenary wire, until they are given permission by the NJ TRANSIT Power Supervisor to proceed out of the Yard.

d. All of the above emergency procedures shall come under the direction of the Amtrak Power Director.

Attachment A-6b

County Storage Yard and Delco Lead Tracks (Future)[2]

Control, Operation, and Maintenance of Traction Power Facilities

Please refer to Attachment C for County Yard sectionalizing diagram post construction of NJ TRANSIT's Rail Yard Improvement Project.

1. Traction Power

1.1 Control and Operation of Substation 12kV Circuit Breakers

The County Yard and Delco Lead Tracks, upon completion of construction of NJ TRANSIT's Rail Yard Improvement Project shall be supplied with 12 kV, 25 Hz traction power from Amtrak's Millstone Substation # 37 located at railroad mile post AN 32.9 in New Brunswick, NJ, via two high voltage circuit breakers designated as Y3 and 36Y6. These circuit breakers located within Amtrak's Millstone Substation # 37 are operated by Amtrak. They are under the control of the Amtrak Power Director at PSCC New York. The Amtrak Power Director shall promptly report any change of status to the Y3 and 36Y6 circuit breakers to the NJ TRANSIT Power Supervisor.

The 36Y6 breaker is supplied from bus section # 36, and the Y3 breaker is supplied from bus section # 37. The two bus sections are separated by a normally closed bus tie breaker designated as "BB". Therefore, it is imperative that NJ TRANSIT does not create a second tie of Amtrak's two main bus sections, through the NJ TRANSIT controlled normally open tie switches. These tie switches, designated as CY4EW and L12E, cannot be operated without obtaining permission from the Amtrak Power Director. NJ TRANSIT may have to momentarily disrupt power to portions of County Yard to prevent a switching operation that could inadvertently cause Amtrak bus sections # 36 and # 37 to be tied together at County Yard.

Additionally, if there is any rearrangement of Amtrak's Substation # 37 requiring either bus section # 36 or bus section # 37 to be isolated for Amtrak maintenance, the NJ TRANSIT Power Supervisor shall be promptly notified. This will help NJ TRANSIT to rearrange its switch configuration to provide power to the entire yard and Delco Lead tracks from the remaining yard feeder breaker.

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[2] Attachment A-6b represents how responsibility will be apportioned (and how electric traction equipment will be configured) upon NJ TRANSIT's completion of construction of its new storage yard. Prior to completion of construction of NJ TRANSIT's new storage yard, Attachment A-6a shall apply.

1.2 Control and Operation of 12 kV Catenary Sectionalizing Disconnect Switches

The normally open 45 and 46 motor operated disconnect switches at County interlocking and Handy interlocking are operated by Amtrak and are under the control of the Amtrak Power Director. These switches may be disabled when required for protection by qualified NJ TRANSIT employees under the direction of the NJ TRANSIT Power Supervisor, with permission from the Amtrak Power Director. Qualified NJ TRANSIT employees disabling these switches for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3). The 45 and the 46 motor operated disconnect switches may only be closed in extreme emergency situations and at the sole discretion of the Amtrak Power Director with notification to the NJ TRANSIT Power Supervisor. This allows limited NJ TRANSIT train movements in and out of the Yard in the event of the loss of the 36Y6 and Y3 feeders (See Section 5 Emergency Conditions below). The 45 and 46 motor operated disconnect switches are equipped with a "Triangle" key lock.

The normally closed CY6 and CY3 motor operated feeder disconnect switches in County Yard are operated by NJ TRANSIT and are under the control of the NJ TRANSIT Power Supervisor. These switches may be disabled when required for protection by qualified Amtrak employees under the direction of the Amtrak Power Director, with permission from the NJ TRANSIT Power Supervisor. Qualified Amtrak employees disabling these switches for protection must lock, tag, and remove DC control from the switch as outlined in NJ TRANSIT's Electrical Operating Instructions (TRO-3).

All disconnect switches located within the limits of County Yard and Delco Lead tracks are operated by NJ TRANSIT and under the control of the NJ Power Supervisor excluding the aforementioned 45 and 46 switches. However, before closing the normally open motor operated tie switches CY4EW and L12E, the NJ TRANSIT Power Supervisor must obtain permission from the Amtrak Power Director, who will ensure that the Amtrak # 36 and # 37 bus sections are not tied together.

1.3 Switching/Clearances

NJ TRANSIT switching/clearance procedures shall apply to both NJ TRANSIT and Amtrak's qualified employees in operating NJ TRANSIT electric traction equipment. NJ TRANSIT and Amtrak shall have the right to request and be issued clearances from the other party on the 12 kV feeders between circuit breakers 36Y6 and Y3 at Amtrak's Substation # 37 for maintenance purposes. Feeder maintenance limits are described later in section 3.3.

Qualified NJ TRANSIT employees via the NJ TRANSIT Power Supervisor may request, remove control, and be issued a clearance with the Amtrak 45 and 46 switches as a blocking point, with notification to the Amtrak Power Director.

All electric traction equipment utilized by NJ TRANSIT within County Yard, upon completion of construction of NJ TRANSIT's Rail Yard Improvement Project, shall be under the control of the NJ TRANSIT Power Supervisor.

NJ TRANSIT switching/clearance procedures shall apply to Amtrak qualified employees in performing maintenance of jointly operated electric traction equipment between County and Handy interlockings.

The Amtrak Power Director and the NJ TRANSIT Power Supervisor shall notify each other before Amtrak or NJ TRANSIT qualified employees work on the catenary section breaks of the 45 and 46 switches.

The Amtrak Power Director shall notify the NJ TRANSIT Power Supervisor before issuing a clearance on the 36Y6 and Y3 feeders.

Amtrak's Power Director shall have "status indication" (i.e., the ability to remotely see the status of equipment) in PSCC of all NJ TRANSIT controlled switching devices in County Yard and Delco Lead tracks. The NJ TRANSIT Power Supervisor shall have "status indication" (i.e., the ability to remotely see the status of equipment) of the Amtrak controlled 45 and 46 switches in the ROC. The NJ TRANSIT Power Supervisor shall promptly notify the Amtrak Power Director of any incidents or interruptions that could affect the traction power or signal power systems supplying County Yard and Delco Lead tracks. The Amtrak Power Director in turn shall promptly notify the NJ TRANSIT Power Supervisor of any interruptions to traction or signal power that could affect County Yard or Delco Lead tracks.

2. Signal Power

The signal power for County and Handy interlockings is supplied by Amtrak's 6.9kV, 100Hz Signal Power.

The signal power for County Yard and Delco Lead tracks, upon completion of NJ TRANSIT's Rail Yard Improvement Project, is supplied by NJ TRANSIT.

3. Maintenance Responsibilities

The following are the agreed upon limits for maintenance of electrification facilities upon completion of NJ TRANSIT's Rail Yard Improvement Project for County Yard and approaches.

3.1 Catenary System:

The line of demarcation for maintenance and repair of the catenary system shall be the catenary full tension air breaks as follows:

On Track 5 at County interlocking:

NJ TRANSIT shall maintain its side of the air break beginning at the catenary dead-end at structure # B-20 and extending westward into County Yard.

Amtrak shall maintain its side of the air break beginning at the catenary dead-end at structure # B-21 and extending westward to the catenary dead-end at structure # B17B.

On Track 5 at Handy interlocking

NJ TRANSIT shall maintain its side of the air break beginning at the catenary dead-end at structure # B-36B and extending westward into County Yard.

Amtrak shall maintain its side of the air break beginning at the catenary dead-end at structure # B-38SB and extending westward to the catenary dead-end at structure # B-34.

Amtrak shall maintain the 45 and 46 motor operated disconnect switches at County and Handy interlockings.

NJ TRANSIT shall maintain the CY6 and CY3 motor operated feeder disconnect switches at structures # C-16 and # C-17B, respectively. NJ TRANSIT shall maintain all County Yard catenary disconnect switches.

Amtrak shall maintain all catenary structures and attachments that support Amtrak catenary.

NJ TRANSIT shall maintain all catenary structures and attachments that support NJ TRANSIT catenary.

The following Northeast Corridor structures support both Amtrak and NJ TRANSIT catenary and shall be maintained by Amtrak:

- B-19A
- B-36A

3.2 Signal Power:

NJ TRANSIT shall maintain the signal power for County Yard and Delco Lead tracks.

Amtrak shall maintain the signal power for County and Handy interlockings.

3.3 Feeders:

- Amtrak shall maintain the 36Y6 feeder beginning at Substation # 37 up to the CY6 switch.
- NJ TRANSIT shall maintain the 36Y6 feeder beginning at the CY6 switch on structure # C-16 to its dead-end at structure # C-14.
- Amtrak shall maintain the Y3 feeder beginning at Substation # 37 up to the CY3 switch.
- NJ TRANSIT shall maintain the Y3 feeder beginning at the CY3 switch on structure # C-17B to its dead-end at structure # C-29.
- NJ TRANSIT shall maintain the two negative return feeders from the Yard to interface manhole adjacent to substation # 37.
- NJ TRANSIT shall maintain the negative return bus in the interface manhole.
- Amtrak shall maintain the two negative return feeders from the interface manhole to substation # 37.

3.4 Overhead Static Wire:

NJ TRANSIT shall maintain the static wire along the Delco Lead Tracks and within County Yard.

Amtrak shall maintain all static wire on Northeast Corridor structures.

3.5 Substation:

Amtrak shall maintain the 36Y6 and Y3 12 kV yard circuit breakers located within Millstone Substation #37.

4. Plate Orders

All train movement from the NEC up to the 5E/5W signals at County interlocking and 5E signal at Handy interlockings is controlled by Amtrak's CETC-8 Train Supervisor. For work performed by NJ TRANSIT qualified employees, the NJ TRANSIT Power Supervisor shall request all plate orders through the Amtrak Power Director. The Amtrak Power Director shall establish a plate order with Amtrak's CETC-8 Train Supervisor and shall notify the NJ TRANSIT Power Supervisor when the plate order is in effect. Work performed by Amtrak qualified employees shall follow Amtrak’s Electrical Operating Instructions with the exception that the NJ TRANSIT Power Supervisor shall be notified.

Amtrak is required to have a NJ TRANSIT pilot to enter Track 5 from County interlocking and Track 5 from Handy interlocking.

NJ TRANSIT is required to have an Amtrak pilot to operate on Track 4 at County and Handy interlockings.

5. Emergency Conditions

Procedure for a complete loss of traction power at Amtrak Millstone Substation # 37:

a. The NJ TRANSIT Power Supervisor shall have the County Yard Master lower all the pantographs on train equipment stored in County Yard.

b. The County Yard Master shall verify to the NJ TRANSIT Power Supervisor that all pantographs are in the down position. After all pantographs are down, the NJ TRANSIT Power Supervisor shall request from the Amtrak Power Director (if the emergency condition will allow) the closure of the normally open 45 sectionalizing switch at County interlocking and/or the 46 sectionalizing switch at Handy interlocking to get traction power into the Yard.

c. The NJ TRANSIT Power Supervisor shall place into effect a “power restriction” in County Yard with the closure of the 45 and 46 sectionalizing switches. This power restriction is per the Amtrak AMT- 2 Instruction for Multiple Unit trains (MUs) or Electric Locomotives and is limited to one consist at a time in or out of County Yard. Other train equipment shall not have their pantographs up against the catenary wire, until they are given permission by the NJ TRANSIT Power Supervisor to proceed out of the Yard.

d. All of the above emergency procedures shall come under the direction of the Amtrak Power Director.

Attachment B

New York Division 12 kV and 138 kV Sectionalizing Diagrams

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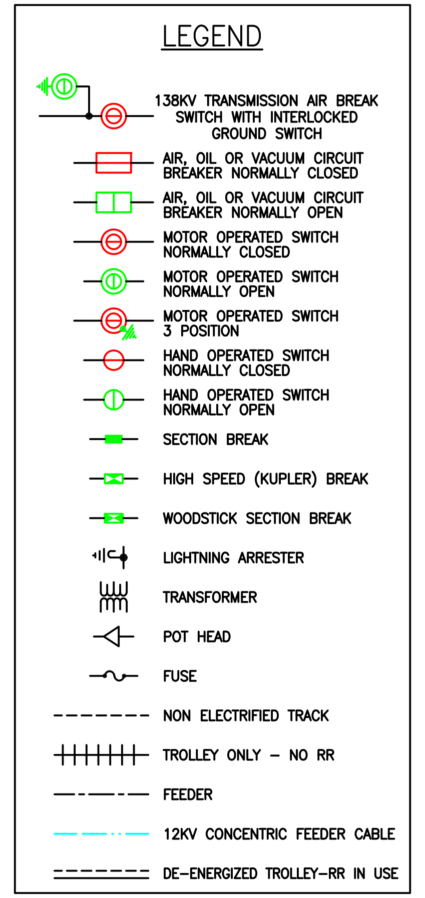
LEGEND



- 138KV TRANSMISSION AIR BREAK SWITCH WITH INTERLOCKED GROUND SWITCH
- AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY CLOSED
- AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY OPEN
- MOTOR OPERATED SWITCH NORMALLY CLOSED
- MOTOR OPERATED SWITCH NORMALLY OPEN
- MOTOR OPERATED SWITCH 3 POSITION
- HAND OPERATED SWITCH NORMALLY CLOSED
- HAND OPERATED SWITCH NORMALLY OPEN
- SECTION BREAK
- HIGH SPEED (KUPLER) BREAK
- WOODSTICK SECTION BREAK
- LIGHTNING ARRESTER
- TRANSFORMER
- POT HEAD
- FUSE
- NON ELECTRIFIED TRACK
- TROLLEY ONLY – NO RR
- FEEDER
- 12KV CONCENTRIC FEEDER CABLE
- DE-ENERGIZED TROLLEY-RR IN USE

REVISION	DATE	BY	DESCRIPTION
39	05–14–18	E.F.	Revised per ET Letter 18–031
40	05–25–18	E.F.	Revised per ET Letter 18–037
41	06–07–18	E.F.	Revised per ET Letter 15–041

AMTRAK

OFFICE OF SUPERVISOR E.T.
NEW YORK NY.
NEW YORK DIVISION

138KV TRANSMISSION SYSTEM
SUB 41 KEARNY–SUB 42 HACKENSACK
12KV TROLLEY SECTIONALIZING
HUDSON–SWIFT–BERGEN

Drawn by: L.L.
Date: May 99

DWG. No. NYET–104

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LEGEND

138KV TRANSMISSION AIR BREAK SWITCH WITH INTERLOCKED GROUND SWITCH
AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY CLOSED
AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY OPEN
MOTOR OPERATED SWITCH NORMALLY CLOSED
MOTOR OPERATED SWITCH NORMALLY OPEN
MOTOR OPERATED SWITCH 3 POSITION
HAND OPERATED SWITCH NORMALLY CLOSED
HAND OPERATED SWITCH NORMALLY OPEN
SECTION BREAK
HIGH SPEED (KUPLER) BREAK
WOODSTICK SECTION BREAK
LIGHTNING ARRESTER
TRANSFORMER
POT HEAD
FUSE
NON ELECTRIFIED TRACK
TROLLEY ONLY – NO RR
FEEDER
12KV CONCENTRIC FEEDER CABLE
DE–ENERGIZED TROLLEY–RR IN USE

REVISION	DATE	BY	DESCRIPTION
15	04–07–16	E.F.	Revised as per ET Letter 16–012
16	05–16–16	E.F.	Revised as per ET Letter 16–022
17	08–16–17	E.F.	Revised as per ET Letter 17–034

AMTRAK

OFFICE OF SUPERVISOR E.T.
NEW YORK NY.
NEW YORK DIVISION

138KV TRANSMISSION SYSTEM
SUB 40 WAVERLY
12KV TROLLEY SECTIONALIZING
ELMORA–LANE–HUNTER–CLIFF–DOCK

Drawn by: L.L.
Date: May 99

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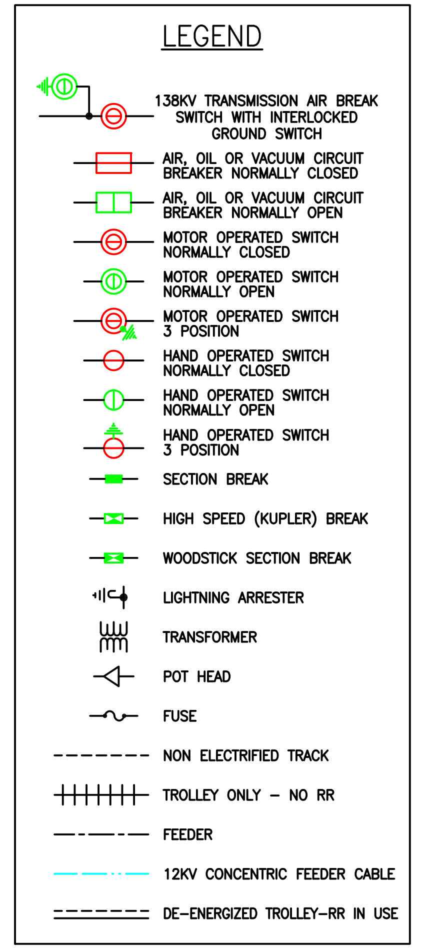

LEGEND

138KV TRANSMISSION AIR BREAK SWITCH WITH INTERLOCKED GROUND SWITCH
AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY CLOSED
AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY OPEN
MOTOR OPERATED SWITCH NORMALLY CLOSED
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HIGH SPEED (KUPLER) BREAK
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FUSE
NON ELECTRIFIED TRACK
TROLLEY ONLY – NO RR
FEEDER
12KV CONCENTRIC FEEDER CABLE
DE–ENERGIZED TROLLEY–RR IN USE

REVISION	DATE	BY	DESCRIPTION
59	10–04–18	E.F.	Revised per ET Letter 18–078
60	10–09–18	E.F.	Revised per ET Letter 18–080
61	11–08–18	E.F.	Revised per ET Letter 18–091

AMTRAK

OFFICE OF SUPERVISOR E.T.
NEW YORK NY.
NEW YORK DIVISION

138KV TRANSMISSION SYSTEM
SUB 37 MILLSTONE–SUB 38 METUCHEN
MET STEP UP–SUB 39 RAHWAY
12KV TROLLEY SECTIONALIZING
ADAMS–DELCO–COUNTY–LINCOLN–MENLO–ISELIN–UNION

Drawn by: L.L.
Date: May 99

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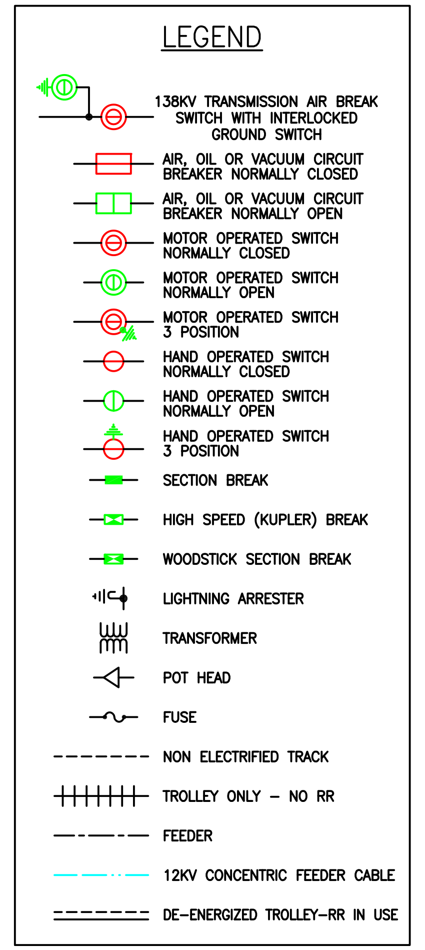
LEGEND
138KV TRANSMISSION AIR BREAK SWITCH WITH INTERLOCKED GROUND SWITCH
AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY CLOSED
AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY OPEN
MOTOR OPERATED SWITCH NORMALLY CLOSED
MOTOR OPERATED SWITCH NORMALLY OPEN
MOTOR OPERATED SWITCH 3 POSITION
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FUSE
NON ELECTRIFIED TRACK
TROLLEY ONLY – NO RR
FEEDER
12KV CONCENTRIC FEEDER CABLE
DE–ENERGIZED TROLLEY–RR IN USE

REVISION	DATE	BY	DESCRIPTION
56	10–17–18	E.F.	Revised per E.T.Letter 18–083
57	10–22–18	E.F.	Revised per E.T.Letter 18–086
58	11–08–18	E.F.	Revised per E.T.Letter 18–091

AMTRAK

OFFICE OF SUPERVISOR E.T.
NEW YORK NY.
NEW YORK DIVISION

138KV TRANSMISSION SYSTEM
SUB 34A HAMILTON
SUB 35 PRINCETON–SUB 36 MONMOUTH
12KV TROLLEY SECTIONALIZING
FAIR–HAM–MIDWAY

Drawn by: L.L.
Date: May 99

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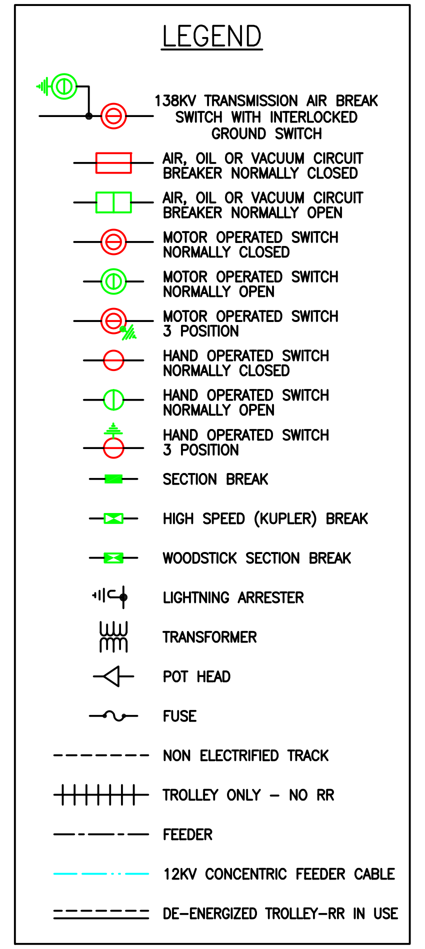
LEGEND


138KV TRANSMISSION AIR BREAK SWITCH WITH INTERLOCKED GROUND SWITCH

AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY CLOSED

AIR, OIL OR VACUUM CIRCUIT BREAKER NORMALLY OPEN

MOTOR OPERATED SWITCH NORMALLY CLOSED

MOTOR OPERATED SWITCH NORMALLY OPEN

MOTOR OPERATED SWITCH 3 POSITION

HAND OPERATED SWITCH NORMALLY CLOSED

HAND OPERATED SWITCH NORMALLY OPEN

HAND OPERATED SWITCH 3 POSITION

SECTION BREAK

HIGH SPEED (KUPLER) BREAK

WOODSTICK SECTION BREAK

LIGHTNING ARRESTER

TRANSFORMER

POT HEAD

FUSE

NON ELECTRIFIED TRACK

TROLLEY ONLY – NO RR

FEEDER

12KV CONCENTRIC FEEDER CABLE

DE–ENERGIZED TROLLEY–RR IN USE

REVISION	DATE	BY	DESCRIPTION
27	09–07–18	E.F.	Revised per E.T. Letter 18–068
28	10–09–18	E.F.	Revised per E.T. Letter 18–079
29	10–22–18	E.F.	Revised per E.T. Letter 18–086

AMTRAK

OFFICE OF SUPERVISOR E.T.
NEW YORK NY.
NEW YORK DIVISION

138KV TRANSMISSION SYSTEM
RICHMOND STEP UP–SUB 32 CORNWELLS
SUB 33 EDGELY–SUB 34 MORRISVILLE
12KV TROLLEY SECTIONALIZING
HOLMES–GRUNDY–MORRIS

Drawn by: L.L.
Date: May 99

DWG. No. NYET–108

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Attachment C

County Yard Sectionalizing Diagram post construction of NJ TRANSIT’s Rail Yard Improvement Project

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]

No.	Date	Eng.	Revision Notes	
				Date FEB. 15, 2019
				Des. MM
				Chkd. BF
				Dwn. SB
No.	Date	Eng.	Revision Notes	Chkd.Dwn.MM

CY_S-PL-TPS-002_OVERALL.dgn

Engineer of Record

Professional Engineer
N.J. LIC.

Date:

NJ TRANSIT
RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246

PRIME CONSULTANT:
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DELCO LEAD
STORAGE AND
INSPECTION FACILITY
AND COUNTY YARD
IMPROVEMENTS

ATTACHMENT C

COUNTY YARD
FINAL SECTIONALIZING PLAN
SHEET 1 OF 3

Scale

Contract No.

Drawing
TPS-002

Sheet

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DATE: 3/29/2019 3:32:46 PM
USER: USRC673205

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]

FILENAME: c:\pwworking\nai\jeg_ex-cadestr\d0162059\CY_S-PL-TPS-003_OVERALL.dgn
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				Des. MM
				Chkd. BF
				Dwn. SB
				Chkd.Dwn.MM

CY_S-PL-TPS-003_OVERALL.dgn

Engineer of Record

Professional Engineer
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IMPROVEMENTS

ATTACHMENT C

COUNTY YARD
FINAL SECTIONALIZING PLAN
SHEET 2 OF 3

Scale N.T.S.

Contract No.

Drawing TPS-003

Sheet

← TO TRENTON
WESTBOUND

TO NEWARK →
EASTBOUND

[redacted]

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CY_S-PL-TPS-004_OVERALL.dgn

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Dwn. SB
Chkd.Dwn.MM

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IMPROVEMENTS

ATTACHMENT C

COUNTY YARD
FINAL SECTIONALIZING PLAN
SHEET 3 OF 3

Scale N.T.S.
Contract No.
Drawing TPS-004
Sheet